RAILROAD

FEBRUARY 1978

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FEBRUARY, 1978
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GORTON T. H. WILBUR
ASSOCIATE EDITOR

MICHAEL A. EAGLESON
STEAM LOCOMOTIVES

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DIESEL LOCOMOTIVES

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INFORMATION BOOTH

STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

HARRY C. EGNER
PUBLISHER

BILL BALGLEY
ADVERTISING MANAGER

JOSEPH MUCCIGROSSO
CIRCULATION MANAGER

ROBERT SMREK
PRODUCTION MANAGER

LAURETTA SILVER
CIRCULATION SERVICES

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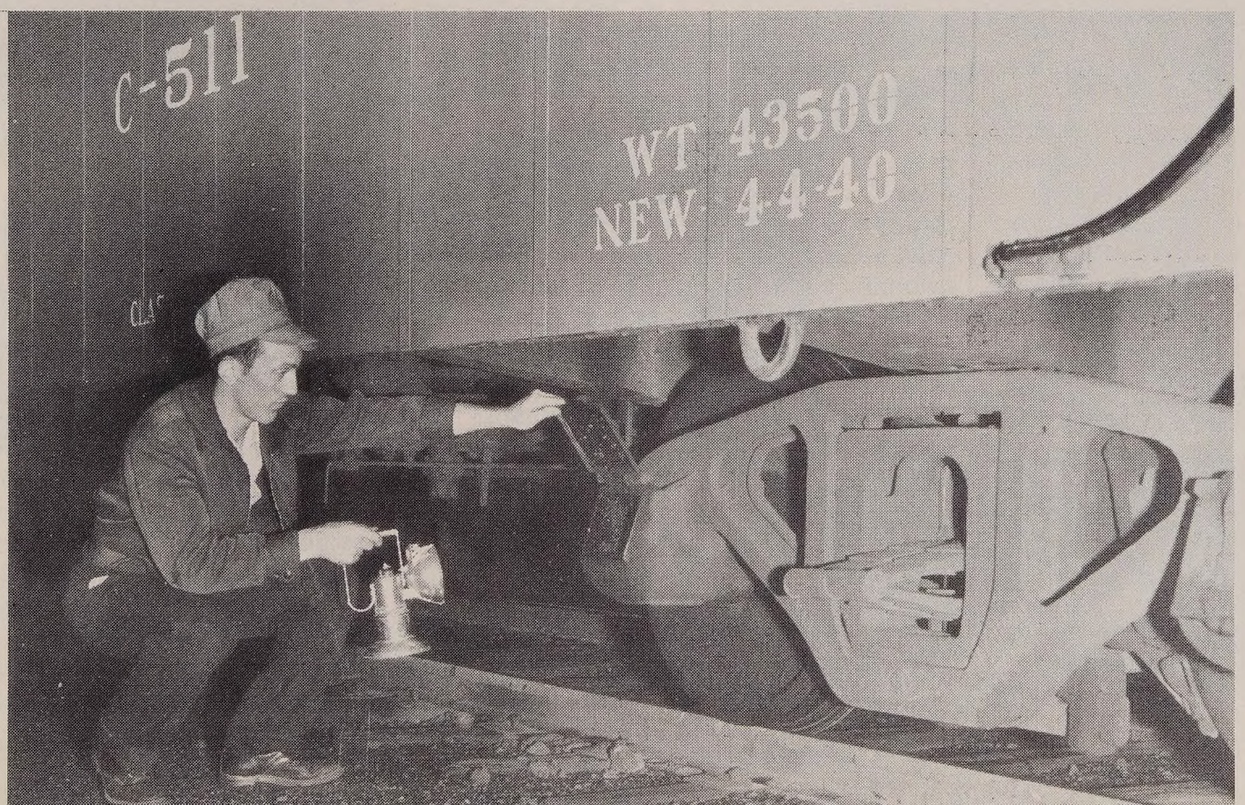


Vital part of any railroad car is a healthy journal box. An inspection now prevents trouble happening later along the line.

From archives of the New Haven Railroad

THE MAIL CAR where editors and readers meet

THIS MONTH'S front cover shows the famous Loup on the elevated railway operated by the Chicago Transit Authority. CTA supplied this photo to us, with the cooperation of *Modern Railroads: Rail Transit,* a monthly magazine published at 5 S. Wabash Ave., Chicago 60603.

Our back cover, showing *The Shawnee,* operated by Amtrak as No. 391 on Illinois Central Gulf rails, was made by Paul Meyer, P.O. Box 413, Kankakee, Illinois. Paul also made last month's beautiful snowy back-cover photo, and that issue carried some information about him.

Views and Reviews

DID YOU KNOW that eighteen Lindenwold High-Speed Lines could be built with the money America pays *each month* to import foreign oil? Or the same sum could provide the subsidy needed to operate the Port Authority Transit Corporation's Lindenwold Line for—hold your breath!—13,000 years. Or it would pay for free rides on Lindenwold for 225 years? Remember, we're talking about what American citizens shell out for oil from overseas each and every month.

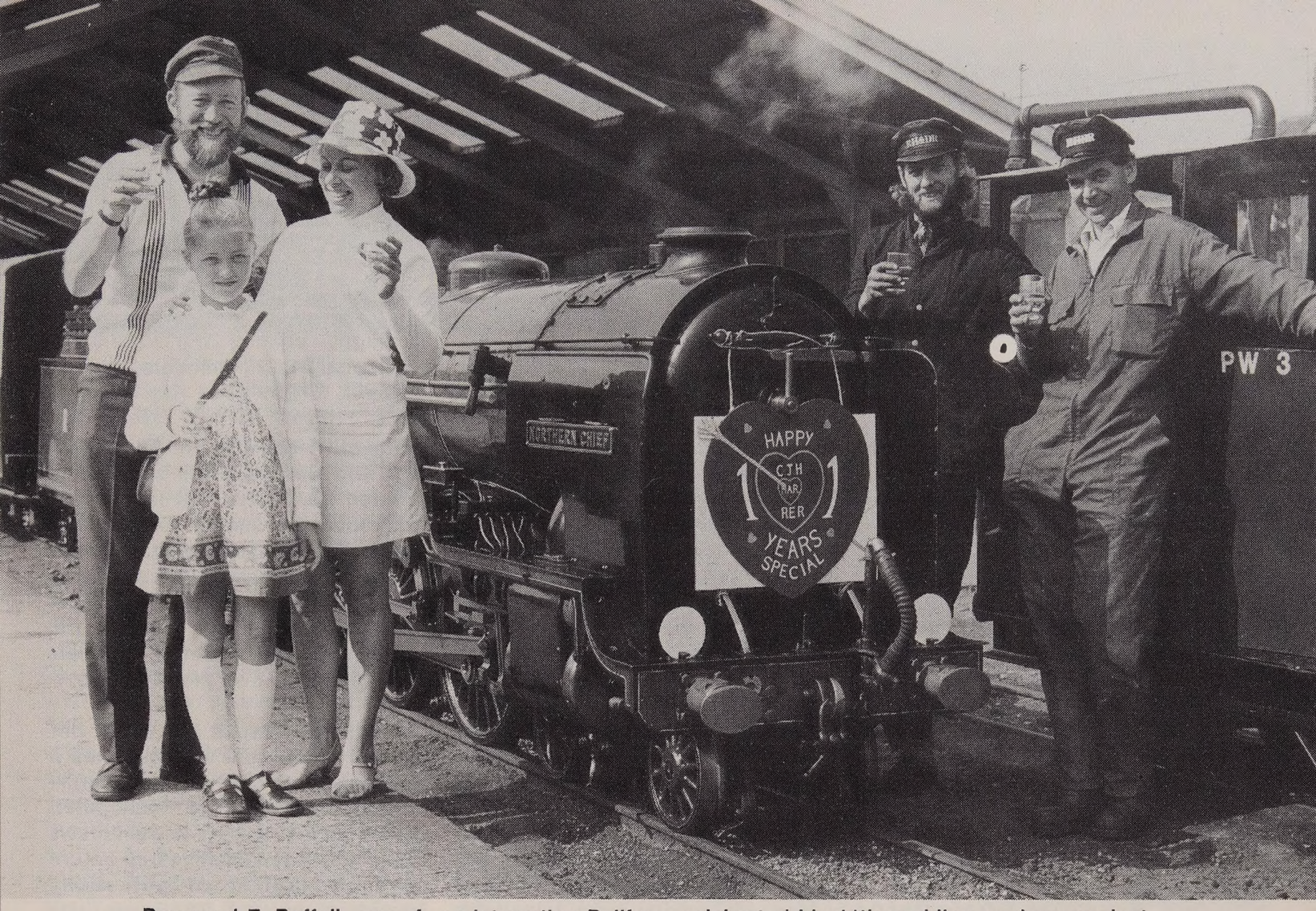
These astounding figures come from an analysis of import oil prepared by the Metropolitan Transit Commission of St. Paul, Minn. The study notes that foreign oil costs the U.S. about $3.8 billion a month—enough to subsidize all of this nation's public transit systems for two years *and* mass transit for 24 years!

Lindenwold, as the readers of Steve Maguire's *Transit Topics* know, is one of America's most modern and most efficient transit systems. The Urban Mass Transit Administration honored it recently "for displaying extraordinary initiative in advancing urban transportation in the public interest." The line was cited for its good management and its cost-saving construction of a viable alternative to the automobile on the 14.5-mile commuter corridor between Philadelphia and New Jersey.

LIKE ITS younger sister, the Social Security setup, the nation's Railroad Retirement system appears to be in

Joyce Berman is waiting at the depot in Hollywood, Fla., last July 17th for her family to arrive on Amtrak's *Silver Meteor* via the SCL.

Photograph by Fred Clark, Jr.



Raymond E. Ruffell, one of our *Interesting Railfans,* celebrated his 11th wedding anniversary last Aug. 20th by chartering a special train on the midget Romney, Hythe & Dymchurch for a 14-mile ride in Kent, England, with his wife, Joan, and their daughter, Margaret, shown here together with engine crew of *Northern Chief.* In train's Royal Salon red roses and champagne awaited family.

Ray E. Ruffell, 2 Victoria Villas, High St., Little Sandhurst, Nr. Camberley, Surrey, England GU17 8LN

danger of going broke in the next decade. It has been running up increasing deficits since 1970, Winston Williams writes in *The New York Times.*

Officials of the Railroad Retirement Board estimate that the board's dwindling reserve fund of United States Treasury short-term securities—the foundation of the system—will vanish by 1986 unless corrective action is taken.

The system—the Federal Government's only other retirement program for private-sector workers—is eating into the $3.7 billion reserve fund because its income from a payroll tax and other sources is insufficient to cover the pensions it pays.

In the 1976 fiscal year, the rail retirement agency paid out $300 million more than it took in from all sources. Altogether, it paid out $3.5 billion in the year.

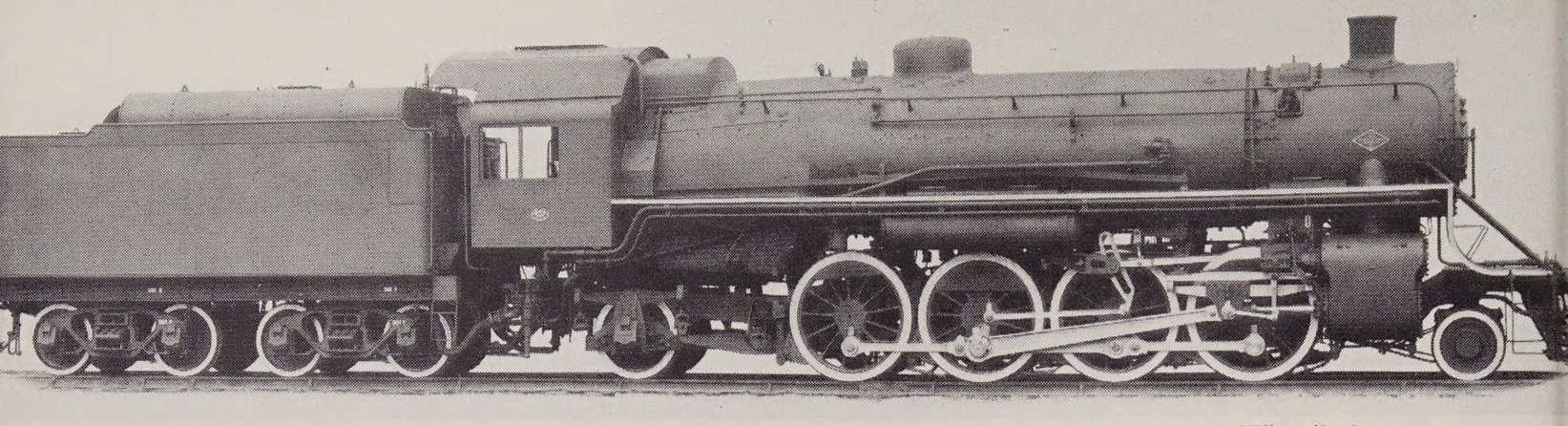
The $300 million paid out had to be taken out of the reserve fund. In 1970, the fund stood at $4.8 billion; deficits reduced it to $3.7 billion at the start of the current fiscal year.

"If the reserve fund runs out, we'll have to go to a pay-as-you-go plan; that will result in larger contributions for everybody," said an actuary.

SY REICH'S rosters interest me. The Minnesota, Dakota & Western sold its No. 14 last June to the Ontario & Minnesota's paper mill in Kenora, Ont., Canada. Also it has added Nos. 15 and 16 to its roster; dates unknown to me. No. 15 came from Tennessee Coal Co. Someone said its number before repainting was 43. No. 16 is almost identical, under the hood, with No. 16, but came from either the C&O or "some circus outfit," a mechanic told me, apparently arriving with a red paint scheme.

Who could put me in touch with MD&W information? For years I've been trying to collect data, especially on the logging lines it operated as the International Lumber Co. Such data is hard to get. I once saw in print that the last Minnesota logging line was the Duluth & North Eastern, up to 1938 or so; but I know that MD&W operated its Deer River line up to 1947, making it Minnesota's last true logging railroad. It was also one of the largest, with well over 180 miles of mainline plus 70 miles of spurs in its peak year, I have not verified the final extent of its mileage. MD&W's old roundhouse was torn down last September and replaced by a new one, which, however, is the ugliest structure of its kind I've ever seen.—Rick Hordern, 70 LaSalle St., 14-B, New York, N.Y. 10027.

BILL GIBSON'S recent letter about record detours reminds me that the Western Pacific detoured the *California Zephyr* between Oakland and Salt Lake City via Southern Pacific, Santa Fe, and Union Pacific in January, 1952. Snow had closed both WP and SP lines over the Sierra Nevada Mts.



This oil-fired Mike was turned out by Lima for the U.S. War Department. She had 21x27" cylinders, 60" drivers, 200 lbs. b.p., and weighed 200,000 lbs. Lima doesn't say when she was built.

Collection of C.W. Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825

and on the 13th arrangements were made for the detour. A bridge near Livermore, Calif., had been washed out, so the *Zephyrs* were detoured over the SP from Oakland to Mojave via Tracy for three days. After that the route was WP to Stockton, ATSF to Barstow, and UP to Garfield. The detour was 1,065 miles when only the SP was used but 1,000 when ATSF and UP were included. The normal route was restored Jan. 21st with the reopening of Feather River Canyon. Peter Josserand's article, "Sierra Storm," in your March '76 issue told about the same blizzard.—James Lekas, 2348 Corbin Lane, Lodi, Calif.

JOHN W. RAPOZA (SP engineer), P.O. Box 472, Alta Loma, Calif. 91701, commenting on Pennsy claims, expressed doubt that any stretch of track could handle 72 trains an hour in each direction into and out of New York's original Penn Station across New Jersey. We reminded him that the PRR had a 4-track mainline. John replies that the line between Bergen Hill, N.J., and Penn Station, traversing the Hudson River tunnels, is double-track, not 4-track. *(Ed. note:* John, you neatly checkmated us.)

Those Cebu City Girls

I CANNOT fully explain the large number of Philippine girls from Cebu City listed in your *Pen Pals* section. I do know that Dave Myrand, a Maine Central fireman, now serving with the U.S. Army in Hawaii, married a Cebu City girl about a year ago. The marriage is a happy one and his wife may have given your address to some of her friends.

Until about five years ago the U.S. had a small air base here. Many local girls married its personnel. Filipinos have much good feeling for America as a result of World War II and the American Commonwealth period. The Yankees weren't here long enough to wear out their welcome.

Cebu is a rather depressed area in terms of employment and many of its people study nursing, engineering, medicine, etc., in hopes of finding jobs overseas. Those who cannot afford such an education try to go to Manila for menial jobs. Adventurous young women here seek to marry foreigners. The phenomena of looking for pen pals is common in the Philippines, particularly in the provinces.

Don't get a wrong impression of this place. Cebu is a pleasant city located in a lovely area. Cebu girls are some of the prettiest you could find anywhere, and make damn good wives. After living here myself for several years and marrying into a local family (my wife is a journalist), I wouldn't even consider returning to the U.S. Here, a nice three-bedroom house rents for $50 a month, while household help may be hired for as little as $10 a month. Incidentally, I'd like to buy two books: Koch's *The Shay Locomotive* and Conde's *Sugar Trains;* but please query me first.—G.P. Kingon, 229-E Elizabeth Pond, Cebu City 6401, Philippines. *(Ed. note:* Most of the Cebu girls who send us their portraits are quite pretty.)

Hazardous Hauling

THE TRANQUILITY of a mild afternoon shatters with a screech and a crash as a Norfolk & Western freight train derails at Pembroke, Va., tumbling 20 cars off the track. Nearby residents are alarmed to notice an unknown chemical leaking from a ruptured tank car. But fears are calmed as crew members notify local rescue personnel at the scene what the chemical is, what danger it offers, and how it could be made harmless. The facts are instantly available.

That incident occurred last Oct. 19th when westbound train SB-77 jumped the track. The leaking tanker held phosphatic acid, a fertilizer ingredient. It could injure human beings who touched it with bare skin or inhaled its fumes, but lime could neutralize it. Rescue workers thus knew what to do, and did it. The train crew had been aware what should be done with the leaking chemical because of N&W's new program designed to insure the safety of people and property all over the 14-state system.

This program went into effect Oct. 4th and got its first test less than a week later with the Pembroke derailment. It provides a set of computer-generated instructions to train crews that pinpoint the location and nature of each carload of potentially hazardous material. The guide lists measures for fire-fighting, environmental protection, personnel safety, and evacuation of the area if necessary.

An ICC division has ordered the Katy to haul shipments of radioactive materials if they meet safety standards adopted by the Department of Transportation and the Nuclear Regulatory Commission. The MKT had refused to handle such shipments for several reasons, including insufficient insurance to cover potential damage after a court had overturned the insurance lid of $560 million as unconstitutional. The carrier also questioned an ICC law judge's decision that hauling radioactive materials is not unduly dangerous. But the ICC division ruled that any attack on safety regulations must be filed at either DOT or NRC.

The Personality Parade

I WONDER what Joe Baldwin's ghost will do, now that the track is gone? Joe was a brakeman who lost his head in a railroad accident at Maco, N.C., in 1867. His wraith was said to haunt the spot with a swinging

lantern to warn others against such a tragedy. Seaboard Coast Line has just taken up that trackage between Whiteville and Wilmington, N.C., including at Maco—trackage once owned by the Atlantic Coast Line—because it did not have enough business to warrant its continuance.—James W. Harris, 3006 Lassiter Mill Rd., Raleigh, N.C. 27609.

THE FIRST TWO female hoggers in the Boston & Maine's 142-year history are Sandy Bailey, 22, of Jamaica Plain, Mass., and Ida Degani, 27, of Roxbury, Mass. Next spring, when they finish training and begin earning between $18,000 and $25,000 a year, MBTA commuters on the B&M operated lines will get a chance to say how they like riding with a lady up front.

WESTERN PACIFIC ferry *Las Plumas,* loaded with railroad cars, was making her usual morning run on San Francisco Bay last June 20th when Edgard Pederson, first mate, standing on the bridge, saw a tiny speck, apparently alive, floating in the distance, and informed pilot-captain Leon J. Leoni. It proved to be a dog, a German Shepherd, apparently swimming toward Oakland but at least a mile away from any land. Pederson and a deck hand lowered a lifeboat, grabbed the shivering dog by her front paws, and hauled her into it.

"She seemed awfully glad to see us," said the first mate, "but she was wet and tired. She just crawled underneath a seat in the lifeboat and sacked out."

Aboard the *Las Plumas,* she was wrapped in a warm blanket. Delivered to the San Francisco SPCA, the dog was later adopted by Madelyn Samarzes, a business representative for the Teamsters Union.

BETTY HICKS, a Cotton Belt switchman's wife, 34 Cole Lane, Hensley, Ark. 72065, reports as follows on Tom Foster's new book, *45 Years on the Rock Island Lines:* When Tom was 7 he developed a philosophy that motivated his destiny: "To be a man is to be a railroad man." Tracks of the Missouri Pacific and the Rock Island crossed only a quarter-mile from his front door. Tom literally grew up on the railroad. His book is a moving story of a partly deaf and crippled boy's endless fight to get and keep a job. Tom was an engine watchman. Following a major

Milwaukee train crossing Pedee Trestle near Plummer, Ida., Sept. '74.
Henry R. Griffiths, 821 Houston Rd., Boise, Ida. 83704

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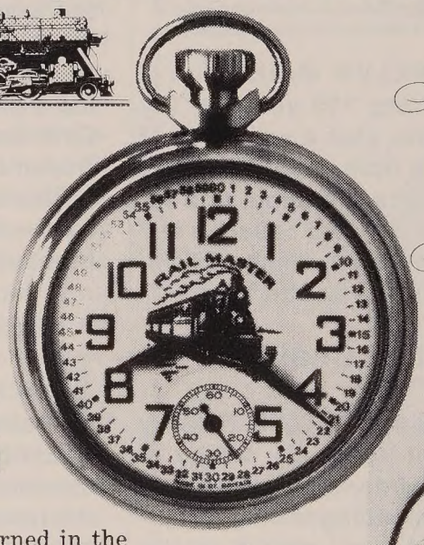

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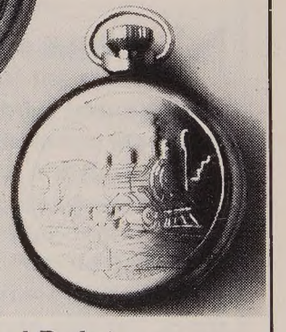

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railroad strike, he developed a management system that the CRI&P adopted to improve its labor-management relations. His book is a warmly human bit of history. It may be ordered from the author, 1510-A Park St., Malvern, Ark. 72104, at $4.50 postpaid.

I AM AN EX-HOBO. Never worked for a railroad, although the New Haven once hired me as a steamfitter in Boston. I didn't report for duty because I disliked breathing coal-gas fumes. But I did work in shipyards. I am a steam loco fan and have many hard-cover books on that subject.—Dudley E. Peck, Cider Mill Rd., Ellington, Conn. 06039.

DAILY MIRROR of London, England, last Nov. 15th published an obituary of Casey Jones's son, Charles Brady Jones, without mentioning his name. This is the only obituary we've ever seen in any newspaper which did not tell the name of the deceased. Incidentally, Charles carried his famous father's gold watch until he died at age 89. Casey's grandson, name unknown to us, is or was employed in the Illinois Central Gulf shops. Will some reader bring us up to date? Casey's nephew, Raymond Brady, also used to work in IC shops. What happened to him?

BILL AND BELVA MAIER run a museum depicting 100 years of toy and model trains, plus a collection of railroad stamps from many countries and a railroadiana gift shop, in a retired passenger car and caboose at 7 Squire St., Rockford, Mich. 49341. This setup is known as the Train.

Winterized Coal Pier

NORFOLK & WESTERN Railway has spent nearly $1 million to increase the "winterizing" protection of its coal transloading facility at Norfolk, Va. NW's coal pier 6 is the world's largest, fastest and most modern coal-dumping installtion.

NW has installed four new traveling hammermill devices, called "crunchers," at this pier. They break apart lumps of frozen coal dumped from hopper cars, allowing the black diamonds to move easily along conveyor belts to waiting ships.

The cruncher installations are only part of the anti-freeze protection available at Pier 6. When the facility was originally built in 1962, it included two large thawing sheds that use electric infra-red heating elements to loosen frozen coal from hopper cars.

"Under ordinary circumstances the infra-red heaters alone are sufficient to keep the pier running smoothly in sub-freezing weather; but as we all know, last winter wasn't ordinary," says NW executive vice president Robert B. Claytor. "The heaters did allow dumping to continue, but at a slower-than-normal pace because the coal was frozen so solidly that it came out of hopper cars in huge chunks that wouldn't pass through grates and along conveyors.

"Railroad personnel had to break apart the coal lumps manually, a time-consuming task. Despite this, Pier 6 still was able to dump more coal last winter than the combined total of all other coal transloading facilities on the East Coast! It took the coldest winter on record at Norfolk to cause this problem, and it may not happen again for 100 years; but if it does, we'll be ready for it."

At Pier 6, loaded hopper cars pass through the thawing sheds. Then they are pushed onto one of two tandem rotary dumpers, which turn the cars over, dumping their 100-ton loads of coal in a few seconds. The coal falls onto large steel grates with each opening about 20 inches square, and then through the grates and onto conveyor belts that move it to two giant shiploaders on the pier itself. Beneath each dumper, NW has installed a cruncher that will roll back and forth across the grates, breaking the frozen coal lumps apart.

This is really a giant rolling pin, with hammers protruding from the roller to break the coal lumps apart.

Surplus Railroad Cars

BACK in 1943, the U.S. Army was already planning for the day it would be called upon to occupy and administer a devastated Europe. In the fever of war production, it had ordered a fleet of railroad cars built on the narrower European gage, that could be shipped on short notice and put into service on the tracks of France and Germany.

The cars were never needed, never shipped, never even assembled. For 30 years they lay in storage in their original crates at a supply depot in New Cumberland, Pa. Now, at last they are getting ready to roll—on the rail lines of Egypt, Thomas W. Lippman reports in *The Washington Post.*

In one of the most offbeat transactions of the massive American economic assistance program here, the U.S. has shipped 369 flatcars, boxcars and gondolas that were finally disposed of as surplus by the Army earlier this year. Built for European tracks and couplings, they were useless in our country, but are compatible with Egyptian rolling stock.

According to Hans Bang, the U.S. Agency for International Development, the cars have been sold to the Egyptians at 18 percent of their original 1943 acquisition cost. Egypt is paying $1,156 per car, including shipping costs, or less than half a million dollars for a whole fleet—a minute fraction of what it would cost to buy them new on the open market or even to build them in Egypt.

Our Monthly Newscast

LONG ISLAND R.R. has repaired 200 of its 510 highway grade crossings by installing rubberized panels instead of conventional type

Marathon runner Harry Brannigan, 135-05 Hoover Ave., Kew Gardens, N.Y. 11435, is an Amtrak engineer who pulls the *Silver Meteor* between New York and Washington. Although 57 years old, Harry is physically fit. He ran 26 miles in 4 hours last Oct. 23rd in New York City Marathon, which was good enough to win a medallion among tough competitors.

crossings. The new ones are longer lasting and easier to maintain. LIRR has been using rubberized panels since 1968.

IN AN EFFORT to check the increase of new highways and automobiles in the Adirondack wilderness north of Utica, N.Y., the New York State Transportation Department plans to restore 118 miles of track in that area which it acquired for $5 million. The state has put up $500,000 and applied for Federal funds to rebuild and operate the abandoned line which runs from Remsen to Lake Placid. Officials believe the railroad is an efficient way to bring economic growth to the Adirondack wilderness without ruining it.

WARRENTON RAILROAD, a 3-mile Class II shortline in Warren County, N.C., has been sold to a New Jersey businessman for $19,800. Warrenton town, which owned 75 percent of the stock, made the sale.

CONRAIL is ordering 85,000 net tons of rail from domestic suppliers to help guard against a further reduction in domestic rail manufacturing capacity, even though Conrail could fill its present new rail needs in foreign markets at a cost substantially below domestic prices. "We are sensitive to the economic problems of the domestic steel industry," says Edward C. Jordan, Conrail's chairman and chief executive officer, adding that a lessening in such capacity has already occurred and that the steel industry's strategy apparently is to shut down marginal production units. Currently, the domestic price for rail is $313 per ton, about $25 per net ton over the non-domestic price.

Harvey House Memories

DURING THE WINTER of 1943-'44 I was located at Las Vegas, N.M., for nearly six months, making major re-arrangements to install communication facilities in the Santa Fe's division office building. I spent about 5 weeks at The Castenada Harvey House, famous for its food and finely furnished guest rooms.

The hotel manager wished to have the chef cook his personal Christmas turkey. It weighed over 25 pounds. Si Warren, manager wife-chief of the local Santa Fe telegraph office, had one weighing around 20 pounds, but he wanted the larger one for a Christmas dinner for several personal friends, including my wife and myself. Both birds were cooked in the hotel kitchen oven, using the chef's recipe, and I have never tasted better turkey anywhere.

Whenever I came through Las Vegas on No. 7, the Fast Mail, we made a short stop for an engine crew change and to take on water. We deadheads would dash for the Harvey lunchroom to buy a paper cup of hot coffee and either a huge "bear claw" sweet roll or a cinnamon bun just out of the bakery oven. We'd then rush back to the crew-rider car at the end of the train and be on our way to Albuquerque, munching the pastry.

A bowl of fruit was placed in each occupied guest room each evening at certain Fred Harvey hotels, a welcomed treat, discontinued in later years. During the cold winter of 1948-'49 I was again at Las Vegas on a company job. The thermometer dipped to 20 below and 18 inches of snow lay on the ground. I elected to spend a quiet week end at the Castenada. I was about the only overnight guest, and the only hotel personnel in the building was a desk clerk.

The Santa Fe had recently sold the aging edifice to an individual and I believe some war veterans organization was operating it, using a ground-floor room for their meetings. The dining and lunch rooms had been closed. The next morning was Sunday. I awoke to the sound of running water. Presuming someone had left a faucet turned on in a bathroom, I ambled down to the lobby and went up the street to a restaurant for breakfast.

When I got back to my room, I could still hear running water, this time under terrific pressure. I told the clerk that someone was wasting a lot of water. He asked me to accompany him in making the rounds of the building. We localized the sound in the kitchen area. Looking over to a closed door, evidently leading to the basement, I noticed steam seeping around its edge. When the clerk opened it, steam billowed forth. Groping our way downstairs, we could see about two feet of water in the basement. A three-inch steam line used for the heating system had a hole from which steam was pouring forth. The pipe had burst during the night and the frigid cold prevented shutting

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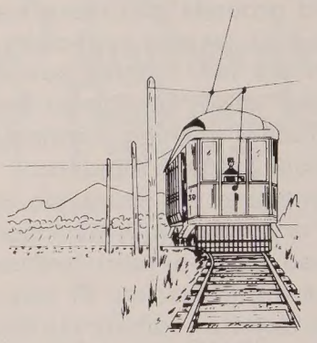

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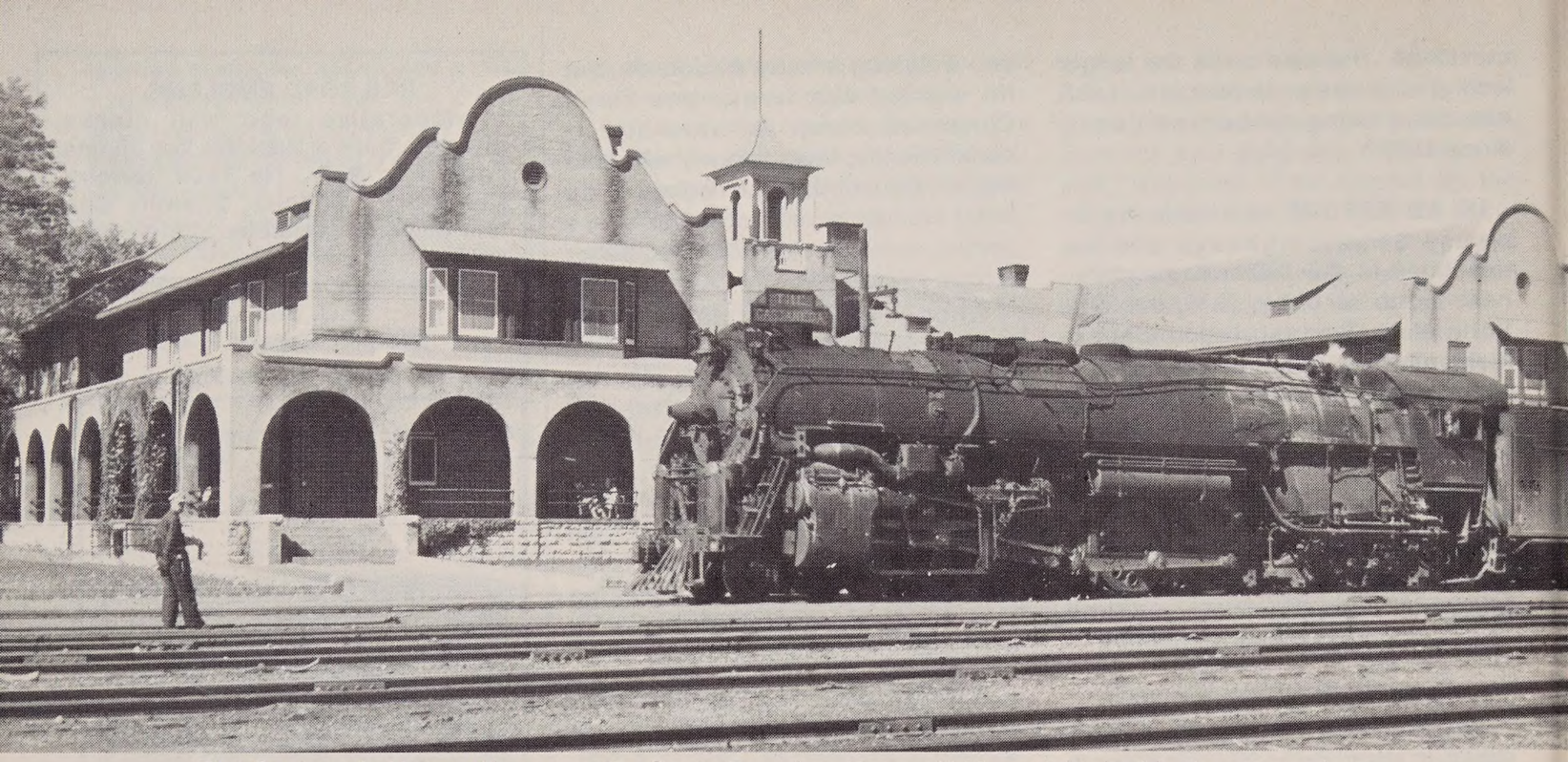


The Castenada Harvey House on the Santa Fe at Las Vegas, N.M., as it looked in the steam days.
Santa Fe Railway

off the steam until the plumbers corrected it the next day.

I stayed at most of the Fred Harvey hotels and ate at their dining facilities. One of my favorites was El Ortiz, a diminutive jewel of a place in the New Mexico high country. It had a lunchroom seating capacity of 34, the dining-room held 12, and there were 8 guest rooms. It had beautiful landscaped grounds and there was railroading to watch, especially when one of the few freights pounded by with one helper engine on the point and another pushing, clawing up the 3 percent grade to Glorieta.

I remember the Escalante Hotel at Ash Fork, Ariz., with its inscrutable Chinese bus boy and bellhop who met all the trains; the El Vaquero at Dodge City, Kan., where the trackside rooms echoed to engine pop valves erupting or when whistling off, awakening the guests. The Gran Quivera at Clovis, N.M., closed during late Depression years, was reopened during World War II and closed permanently in 1946 or '47. In the old and worn El Otero at La Junta, Colo., you could almost reach out and shake an engineers hand, from a trackside room. It was dismantled in 1954, when the new depot was built.

The employes' lunch counter in the huge Union Station at Kansas City was in addition to the public dining-room facilities. There that I saw more railway mail clerks and express messengers gathered in one place than I'd ever seen before. All food was sold at a discount to railroad employes.

At the Fray Marcos Hotel at Williams, Ariz., switch engines making and unmaking up trains for the Grand Canyon branch interrupted the night's tranquility. At Gallup, N.M., during an Indian ceremonial each August, Pullman cars were parked on the depot siding to accommodate overflow spectators, some from El Navajo Hotel. Even the Harvey employes dressed up like Indians. The Las Chaves Hotel at lonely wind-swept Vaughn, N.M., was kept busy with freight crew changes.

I remember, too, the Casa del Desierto (House in the Desert) at Barstow, Calif.; and La Fonda at Santa Fe, N.M., built for the tourist trade and the last one built; and La Posada at Winslow, Ariz. An artist was paid a handsome daily fee for painting small murals, depicting Spanish and Mexican subjects in each guest room of La Posada. This hotel is now the Albuquerque Division office building.

At all the above places I was entitled to a third-off discount—later cut to 25 percent—for food and lodging. I carried an annual Fred Harvey discount card entitling me to the amenities of his establishments. Where else would the tired and weary traveler discover Turkish bath towels an inch thick by five feet long in railroad towns along the Santa Fe?—William O. Gibson, 4424 30th St., San Diego, Calif. 92116.

Running Late

ONE SPRING MORNING in 1928, when I was a locomotive fireman and enjoying a late breakfast at the Chinese Cafe in Revelstoke, B.C., the Canadian Pacific callboy tapped me on the shoulder to say I was wanted for a trip with No. 3, the westbound passenger train. After signing his little book, I finished eating, picked up some sandwiches to take along with me, and hurried down to the roundhouse. It was 10 o'clock.

My engineer was oiling around our locomotive, No. 2711. Climbing into the cab, I noted happily that high-grade coal filled the tender. All of the 2700's at that time were hand-fired coalburners, nice to work with. So I got busy building up the fire. When the hogger finished down on the ground, he checked the sand dome, a job which most engineers did themselves. Back in the cab, he remarked: "No. 3 is a good hour late today. Guess we'll make up some of that lost time."

Just before 11 o'clock, the passenger train rolled to a stop at the station. Its engine was cut off and our 2711 was coupled on. That day, No. 3 had only a dozen coaches, not enough for it to be doubleheaded, right through to Kamloops, although we knew we'd get an assist over Notch Hill, about 50 miles west. At 11:15 the two blasts on the air whistle in the cab gave us the go-ahead signal. Soon we were thundering across the long bridge over the mighty Col-

umbia River, heading for Eagle Pass.

I had built a good fire and the pops were singing a merry tune as our Pacific picked up speed. With 70-inch drivers, those 2700's could step right along. It was a fine sunny day and I relaxed now and then from scooping coal onto the white-hot fire to admire the mountain scenery, which I never tired of. The blast of our engine's exhaust thrilled me. When we reached Salmon Arm, we'd regained nearly half an hour of the lost running time and, with a helper engine coupled in front, we made a good run to the summit of Notch Hill, where the helper was cut off.

The rest of our trip was over level ground, and that's when we really highballed. I'd had no trouble keeping up a full head of steam and everything was going okay. Then we flashed past the small depot at Pritchard and negotiated a sharp curve that blocked our view of the track ahead. As we straightened up, both the engineer and I were shocked to see a speeder, a maintenance of way car loaded with men, heading toward us!

Of course, my hogger wiped the clock with the train-line air, but the distance was too short and our speed too great to avoid a collision. All the men on the speeder jumped to safety the instant they saw us. Our heavy pilot smashed into their little vehicle with such force that it shot skyward a trailer loaded with rolls of copper wire. The wire unraveled and seemed to be tangled over everything.

After we had come to a stop further along the track, my hogger went after the foreman of the telegraph-line crew, demanding to know why he wasn't in the clear for No. 3. The gang boss, a bit shaken up, said he'd never been told that No. 3 was running late and he figured he'd have plenty of time to reach the Pritchard siding. What he hadn't counted on was, as my hogger reminded him, that any train running late was entitled to try to make up lost time, unless it was given orders to stay on the later time. We had no such orders. But despite the delay and the narrow escape, we arrived at Kamloops only 20 minutes late.—Bert Lamming, 717 Pandora Ave., Victoria, B.C., Canada V8W 1N9.

Typical Harvey waitress at Santa Fe station, Emporia, Kan., in 1924.

Canada Heard From

ONE OF THE HIGHEST and most picturesque spans on CP Rail's transcontinental mainline—almost 3,000 feet above sea level—is being replaced. A two-year project to replace the Mountain Creek bridge, on the eastern slope of the Selkirk Mountains near Rogers Pass, will cost the railway about $3 million.

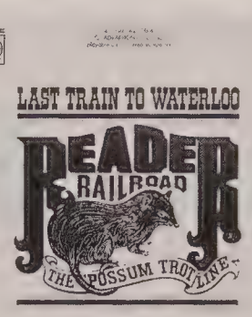
More than 600 tons of steel and 160,000 tons of fill spread are being used on the new structure, 150 feet upstream from the existing bridge. Supporting the deck are two steel towers, two concrete piers, and two concrete abutments. The completed structure will be 600 feet long and 136 feet above Mountain Creek.

"It is designed to handle the heaviest freight tonnages either in existence now or in the foreseeable future," says J.M. Patterson, regional general manager of operation and maintenance.

Like all major CP Rail bridges being built or rebuilt today, the new one at Mountain Creek will have a concrete ballasted deck, a surface designed for more efficient maintenance, and the elimination of fire hazards. Conventional railway bridges have timber decks. When the new bridge is opened to rail traffic next summer, an average of 22 trains a day will cross it in both directions. These include CPR's heaviest solid trains carrying grain, coal, potash, and sulphur.

It will be the third bridge to span Mountain Creek since completion of the transcontinental line. The original was a 1,086-foot timber trestle built in 1885. At that time, no structure on the system compared in size, location, or symmetry. By 1902, as traffic grew rapidly, the second bridge was

RECORD of the MONTH
SB 4503 Last Train to Waterloo



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opened—a stronger one with a much longer lifespan. Railway engineers decided to build up both slopes of Mountain Creek by pumping in land fill, thus reducing the length of the second bridge almost by half, to 585 feet. In 1928-'29 the bridge was strengthened to its present capacity. CP Rail has more than 3,500 bridges, measuring a total of 85 miles.

CANADA'S two major railways have placed orders valued at about $30 million for new rail cars to be used in "rehabilitating" grain-carrying branch lines in the three prairie provinces. National Steel Car Corp. Ltd., of Hamilton, Ont., will build 806 bottom-dumping hopper cars, while Hawker Siddeley Canada Ltd of Trenton, N.S., will produce 100 side-dumping cars. Manufacture of these cars involves about 700 jobs.

Canadian National will get 480 hoppers and 50 dump cars, while 326 hoppers and 50 dump cars will go to CP Rail. The side-dumpers are used primarily to haul fill for rebuilding railway embankments. The hopper cars carry up to 100 tons of ballast which can be deposited on the roadbed prior to tracklaying and tamping.

SY REICH'S roster of the Devco Railway (ex-Sydney & Louisburg) is your October '77 issue interested me because I had the pleasure of riding behind one of its locomotives, SR 926. After the run I was invited into the cab, where the fireman helped me to understand the operating differences between English-built and North American steamers.

I spent a delightful summer day with Charles Bagnall (P.O. Box 58, Louisburg, N.S., Canada.) and his small railroad museum. He enriched my vacation by relating the area's history, in which he had played a role, and gave me a copy of his poem, "Engine 55" (1903-1958):

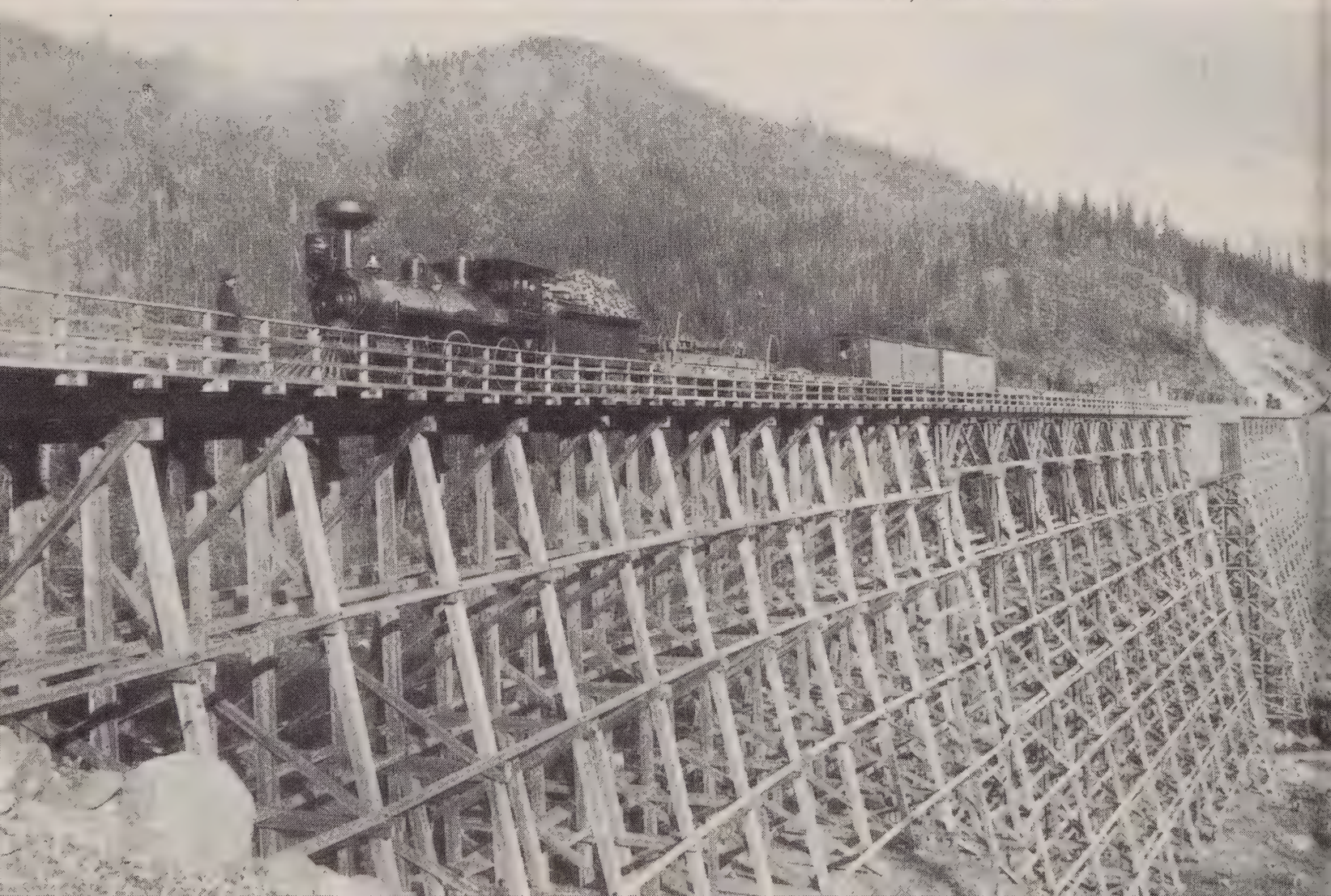
Silently now she stands on the track;
No steam from her whistle; no smoke from her stack;
But if she could speak, many stories she'd tell
Of her long years of service on the old S. & L.

In 1903 she was built on good lines,
Worked for the railroad that tended the mines.
For fifty-five years she served her boss well,
Hauling empties and loads on the old S. & L.
But time takes its toll and in nineteen-five-eight
They cut her for scrap—what a terrible fate
For an engine so faithful, who did her work well
And was sort of a legend on the old S. & L.

The S&L was a coal-hauling road. Coal from Cape Breton mines was transported south during the winter months to the all-weather port at Louisbourg. (The town is spelled the French way. The French first discovered coal in North America at Port Morien.)—Louis Guffey, Ph.D., 1311 Eastfield Dr., Conway, Ark. 7032.

UNIT TRAINS of fertilizer have begun moving over the Soo Line connecting Western Canada with the Great Lakes States. These trains are a first for the Soo in two respects; the first unit train of any single commodity handled out of Western Canada and the first time fertilizer has been moved under a unit train rate. The trains are moving under a joint CP Rail, Soo, and Norfolk & Western unit train rate from the Calgary, Alta., area to a point near Toledo, Ohio.

Original Canadian Pacific bridge, shown here spanning Mountain Creek, B.C., near Rogers Pass in Selkirk Mts., was built in 1885 with more than two million feet of timber, then a CP record.



Railroading Overseas

BRITISH detectives investigating a minor crime stumbled upon a series of train robberies totaling an estimated million pounds in British currency. For 14 years cameras, shirts, watches, Christmas hampers, even carpets were rifled from freight cars of British Rail.

TRAVELERS' CHECKS worth about $100,000 were stolen from the mail car of the Sydney-bound train *Spirit of Progress* in Australia last November 16th, reports A. Man, P.O. Box 3, Drummoyne 2047, N.S.W., Australia.

The train made an unscheduled stop at Benalia to let off a passenger. The driver and fireman saw a man jump from the mail van and another man running beside it when the train reached the station. Eight mailbags fell from the van as the men escaped.

VIETNAMESE RAILWAYS engineers had to rebuild or repair 202 stations, 20 tunnels, and 50 bridges before they could reopen the 880-mile rail link between the capitals of North and South Vietnam: Hanoi and Saigon (renamed Ho Chi Minh City).

THE ROYAL SILVER JUBILEE Exhibition train, which has been touring Australia since December 3rd, carries, among other historic items, the shirt that King Charles I of England wore at his beheading and the bullet which killed Great Britain's greatest sea hero, Admiral Lord Nelson. Elsewhere in Australia, Helen Russ, who drove the Gleneig tram last Sept. 21st, was the first female tram driver in South Australian history. Shortly afterward, she set another record by driving the same tram with a woman conductor, Madalene Kerridge, making South Australia's first female tram crew.—Rose Man, P.O. Box 3, Drummoyne 2047, N.S.W., Australia.

The Flute-Player

YOU MAY WONDER how a flute-player fits into a railroad story, but the one I have in mind had watched as a boy, the line being built in the little French valley between the church and the cemetery in my home town. He must be over 100 years old. That graveyard overlooks the double track running north and south between Paris and Nevers. Many of its tombstones are plain. But one is elaborate, like a miniature chapel constructed in 18th century style. On its very top is a stone angel playing a long flute and facing south.

There must have been a reason for the angel being put there, but the engine crews running out of Montargis at the end of World War II never tried to find out. All we knew was that he stood right next to Kilometer 109. That meant 109 kilometers (a kilometer is about six-tenths of a mile) from Paris and nine kilometers beyond Montargis engine terminal.

The flute-player was a landmark. After we had covered some 200 kilometers from Nevers, he seemed to tell us that we still had 109 to go. If we were in good shape—plenty of water and steam and a dry rail, we'd roar right by him. I was firing then. My engineer would look at the statue and say: "Toot your flute, little fellow; we're not listening." But on many a Paris-bound train, we were "mashing potatoes" (the French steam engineer's term for what happens when things go wrong).

Of course, with a Pacific that had enough steam, half a tube of water on the gage, and an engineer who knew how to shut off on the down grades, we had a chance of making it without losing too much time. We would pass by Kilometer 109 with the blower wide open and tell the angel to puff for us.

But when we were running south, we had the grade against us. As soon as we saw the flute-player, we knew we'd make it to the engine terminal nine kilometers away if we still had a finger of water and enough steam to keep up pressure in the air line. We could always stop at Montargis to clean the fire even if it meant losing time. What we didn't want to do was to give up and whistle for a reserve engine. So we'd crawl past Kilometer 109 at fifteen miles an hour and when we saw the flute-player we wanted him to blow harder for us.

Those were the days of hand-fired locomotives, bad coal, and clogged boilers. Every crew was assigned to its own engine and we all knew Kilometer 109. Then in 1946, the 141R Mikados came over from America. They were more powerful and the coal got better, too. Still, the old-timers were glad to see Kilometer 109, especially on the oilburning 141R's, which had very little in reserve.

Finally in 1972, the diesels took over. All the old steam engineers made their last runs except for a handful of survivors like myself who are on the verge of retiring. We often tried to spot the flute-player because there are times when you're not moving very fast on a diesel, either, because of a breakdown.

During a terrible storm last winter, almost a hurricane, I was coming by with an express at 85 miles an hour. Despite the storm, I opened the side window in the cab and looked for the flute-player at Kilometer 109. To my amazement, he was gone; a strong wind had blown the stone angel off his perch. That same day, I went to the cemetery as if to pay him my respects and I found him lying on the ground. He's still there. From an engine cab, all you can see is the empty pedestal in the graveyard. Someone should put the flute-player back where he belongs. He deserves a service medal for having watched so many trains roll by.—Serge Vitry (translated by Daniel Behrman, an American-born author and journalist living in Paris, France). •

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Will the Lights Be White?

by CY WARMAN

Oft, when I feel my engine swerve
As o'er strange rails we fare,
I strain my eye around the curve
For what awaits us there.
When swift and free she carries me
Through yards unknown at night,
I look along the line to see
That all the lamps are white.

The blue light marks the crippled car,
The green light signals slow;
The red light is a danger light;
The white light, "Let her go!"
Again the open fields we roam
And, when the night is fair,
I look up in the starry dome
And wonder what's up there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.
Swift toward life's terminal I trend;
The run seems short tonight.
God only knows what's at the end—
I hope the lamps are white.

(Note from Freeman Hubbard: This is my favorite railroad poem. It was written by a Denver & Rio Grand hogger at a time when green was the caution signal on railroads and white meant what green means today. The change was made in about 1914 because a red roundel fell out of a trackside signal, exposing a whitish electric light and causing a disastrous wreck.)

C&NW trainmaster's clerk shows you what a fusee looks like before and after its cap is pulled off.

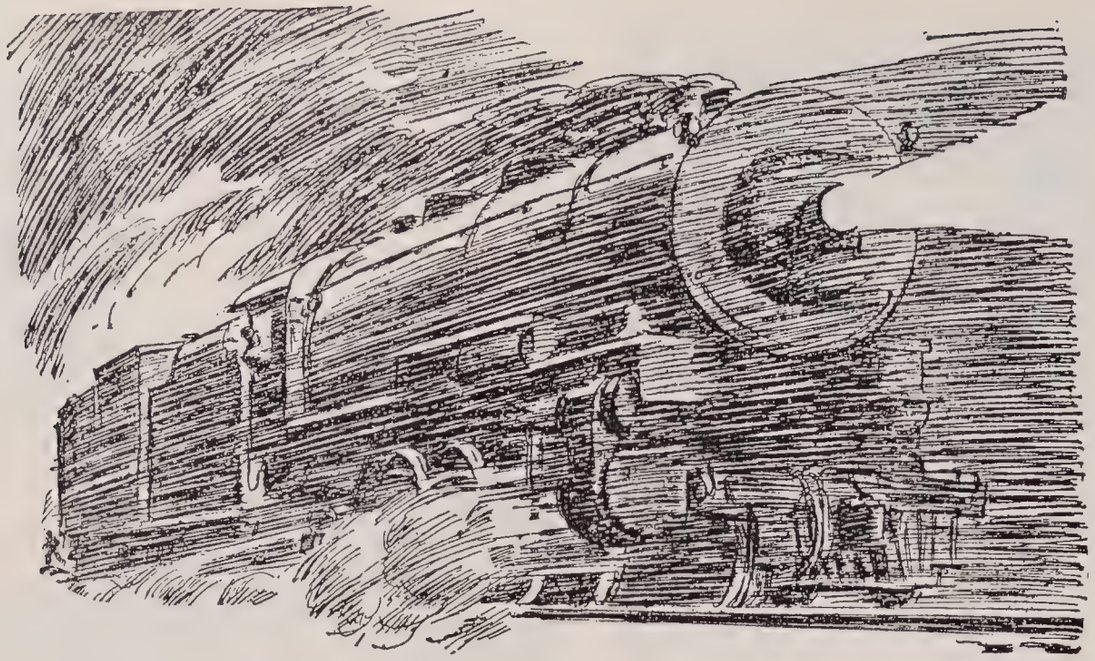
Chicago & North Western

Illinois Central Gulf official demonstrates how to throw a burning fusee for best effect after taking off its cap.

Illinois Central Gulf

FUSEES

Scene along the Canadian Pacific Railway tracks a few years back, showing a fusee correctly struck in tie in upright position. (at right) Adding to stop-train pattern is torpedo attached to track. CP Rail



Worthy Brothers

AN E.S. DELLINGER CLASSIC

Illustrated by Joseph Easley

BILL GARNER walked down the gloomy hall of the terminal office building in Lynchville. A blue serge suit, wrinkled from days and nights sleeping in it, hung loosely on his frame. Bill's cheeks were hollow and thin after a three months' siege of swamp fever. He turned in at the door of the trainmaster's office.

"Mr. Mulligan in?" he asked the little stenographer.

The girl smiled sweetly. She was wearing a low-cut neckline that offered a partial glimpse of full breasts, but her voice was businesslike.

"Yes, sir. Busy now. Be through in a minute. Sit down, please."

She eyed him from head to foot, with a shrug of silken shoulders, then turned back to her typewriter.

Bill took the indicated chair and stared gloomily out over the rain-drenched freight yards, where water streamed from several hundred car roofs and stood two inches deep between rusting rails.

Behind the frosted door, voices were speaking, evenly, clearly. The unemployed brakeman could hear every word.

"Tell you, Mr. Mulligan," one man was drawling, "I ain't got a thing ag'in' that kid uh yours. Young Buck's as good as the average student, maybe better. But us conductors here on this Von Brimmer Hill Division can't understand why a trainmaster would refuse to give our crew at least one experienced man instead uh forcin' us to work with a coupla students."

"Whaddya mean by students?" rasped a harsh official voice.

"You know what I mean, Mr. Mulligan. I mean fellers who ain't been in the railroad game long enough to know what to do without a conductor or hogger on their tails tellin' 'em every move. It doubles the work on a conductor—and on these mountain jobs it's too damn much like flirtin' with the undertaker."

"Come on, Riggs! Before I took over this office we had an average of two wrecks a year on the Von Brimmer Division. I haven't hired a boomer since I been here, nor any other kind of experienced man. There hasn't been a wreck since—"

"That's no sign there won't be one, Mr. Mulligan. Some days or night the hill is gonna protest, and when she does you'll see that student brakemen and mountain railroadin' don't mix.

Bill heard the office chair squeak on its swivel and heard the trainmaster's voice break in:

"Trouble with you, Riggs, is that the old gang here ruined the makings of a damn good home-guard conductor when they nicknamed you 'Boomer' Riggs. It's a high-sounding title. You've been trying to live up to it and help out a lot of worthless drifters that float around the country trying to ride on traveling cards and claiming the right to live off working men just because they're worthy brothers."

The little stenographer grinned. Bill's ears tingled. A hot flush

mounted to his cheeks. What the conductor responded was lost in a flood of confusion.

GARNER HAD once been a boomer. In his frayed wallet now were traveling cards, a dozen service letters, most of them out of date, and three lodge receipts. When again he heard the conversation behind the frosted door, Mulligan was speaking.

"Young Buck spent sixty days learning his job on this railroad, Riggs. He's been on the board since August. Thirston's been on longer than that. They're full-fledged brakemen, both of 'em. Damn it! They'll stay on your crew."

"You're the boss, Mr. Mulligan," admitted the drawling one.

The little stenographer chuckled. There were dimples in her cheeks. Bill's blue eyes blazed. The frosted door opened, and a sad-eyed individual of uncertain age, wearing a red tie, a blue thousand-miler shirt, a pepper-and-salt suit, and a yellow slicker, towered six feet tall.

"And while you're here, Mr. Riggs," bellowed the T. M., "I may as well warn you against carrying bums—your boomer brothers—on any caboose of this railroad. If I ever hear of it happening again, out you go—and no meddlesome Brotherhood is going to reinstate you, either!"

Boomer Riggs laughed, and with a nod toward Smilin' Bill, saunted out of the office.

Garner entered as soon as Riggs had gone. Even before he asked a question he knew its answer. Mulligan was rocking to and fro in the swivel chair. His iron gray hair was tousled, while the face beneath it bore an angry flush.

"Well," the trainmaster asked impatiently, "what's your trouble?"

"Looking for a job, Mr. Mulligan."

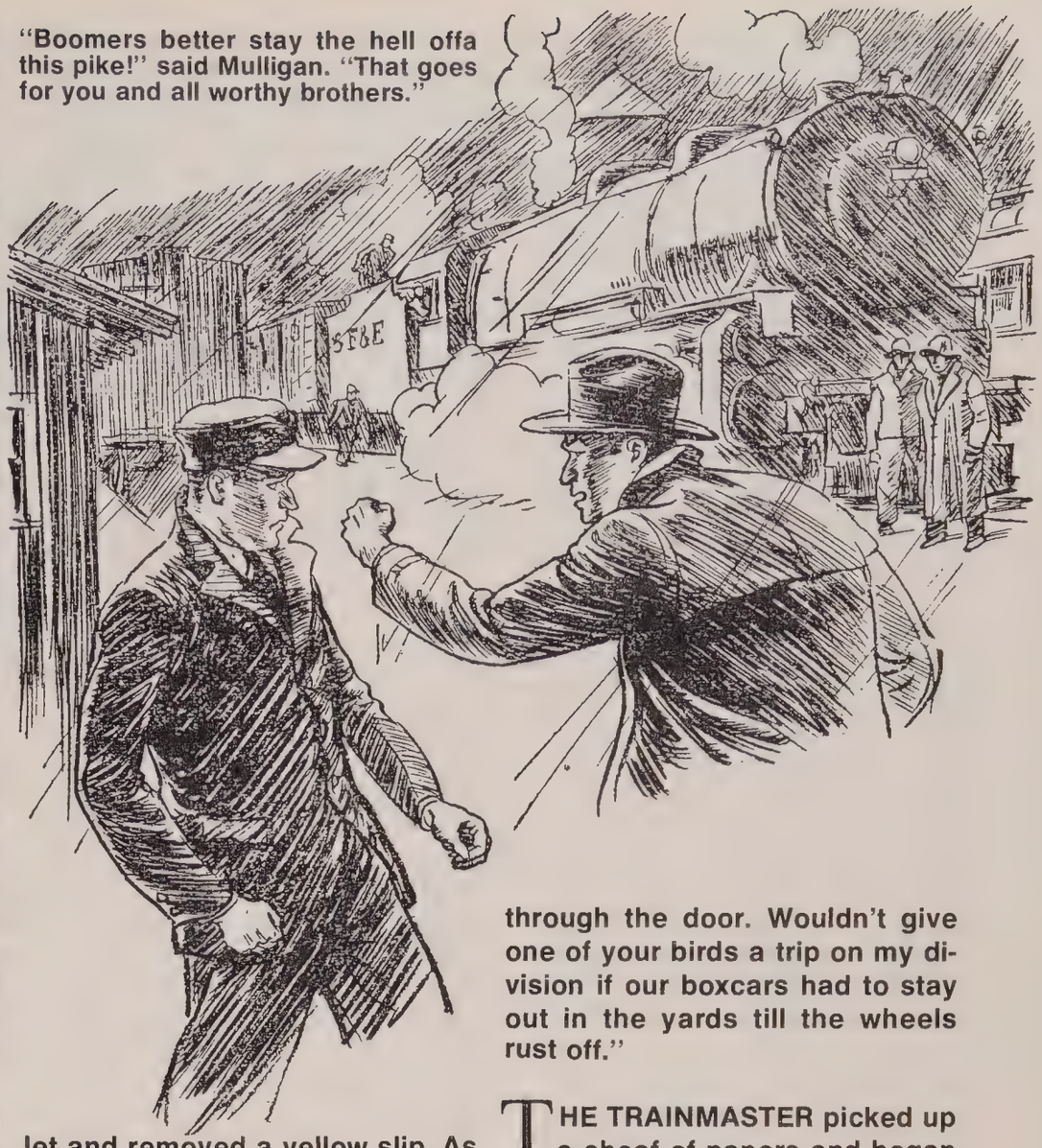
"What kind of job?"

"Train service."

"Yeah? Had any experience?"

"Yes, sir." Bill opened his wallet and removed a yellow slip. As Mulligan unfolded it he frowned. It was a service letter stating that William G. Garner had been employed on the Arkansas Division of the Missouri Pacific from March 11, 1919, to May 6, 1925 and had been discharged "account reduction of force," and his service had been commendable.

"Boomers better stay the hell offa this pike!" said Mulligan. "That goes for you and all worthy brothers."



During his nine years as trainaster Mulligan had doubtless seen thousands like it, yet he read the slip again. Then he eyed its own appraisingly.

"How many roads have you worked for, Mr. Garner?"

Bill hesitated. He had heard Mulligan condemning boomers a moment before.

"I dunno, Mr. Mulligan. I quit counting after I was night yardmaster at Pocatello. That was thirty-one."

Mulligan shoved the letter across the desk. "Another damned boomer!" he grunted. "I had you figured when you stepped through the door. Wouldn't give one of your birds a trip on my division if our boxcars had to stay out in the yards till the wheels rust off."

THE TRAINMASTER picked up a sheaf of papers and began thumbing through them. They were complaints on the inefficiency of the latest crop of student brakemen, especially his son, Buck. Mulligan swore viciously.

Bill stared hard at the brass collar. Time was when he'd have damned that man to a hotter place than Lynchville. Now, with the installments on his mother's cottage at Fort Jones, Arkansas, three months in arrear, he could not be independent.

He had banked on getting a job at Lynchville. As it was considered the toughest mountain job in the whole Southwest, trainmasters used to be eager for the services of experienced men. Always had boomers been welcome. Bill had come a thousand miles, hoping conditions were unchanged. He cleared his throat, intending to make one more effort.

"What the devil are you waiting

for?" Mulligan barked. "The ticket office is down there in that red brick building. There'll be a passenger train leaving at 5:15."

Bill backed out of the office, but did not go to the passenger station. The nickel and four pennies he had in his pocket would not buy a ticket to the water tower. He went to the freight yards, expecting to catch a ride west on a caboose or in an empty, before the day was gone. Again he was disappointed. Two railroad bulls with bulging hips were watching every train until a flea could scarcely steal a ride out by them.

They approached Bill, inquired his business and warned: "If we ever catch yuh prowling around these yards again we'll give yuh thirty days in the coop."

From the yards Garner went up to the YMCA. Several Brotherhood men were there. They gave him a meal, but no one invited him into a caboose or boxcar.

"Boomer Riggs is the only conductor we know of on this road who dares to carry a man, now that Mulligan's here," a brakeman told him. "Riggs is headed west tonight on a wheat drag. He might carry you. I don't know. I heard Mulligan had him on the carpet this morning and threatened to fire him if he ever carried another boomer. You might ask him, though."

Bill did not say he had been present when the threat was made. But having heard it, he debated all afternoon whether to approach Riggs or to slip quietly into a boxcar under cover of darkness and go as he had come. He decided the latter was safer.

CONSEQUENTLY, at nine o'clock that evening he sneaked by the yard bulls and edged forward, a few steps at a time. One by one he tried the doors on fifty cars of export wheat, which stood on track 8, engine coupled, air tested, ready to leave town.

All day long the October rain had continued. Icy drops stabbed through his wet clothing like frozen needles. Cold and rain brought back the nighty chill which he thought he'd left behind in the swamps of Arkansas. His teeth chattered. Knees knocked together until he could scarcely stand.

Twenty car-lengths away, the friendly gleam of a caboose marker beckoned invitingly. There'd be fire and food and shelter from the storm. Bill was tempted to ask for a ride in it. Then he remembered the angry voice of the trainmaster threatening Riggs. It seemed to cry above the splash of rain on the wet cinders, and he turned away from the caboose.

Every one of the wheat cars was sealed and cleated. His only chance to ride this train would be the bumper or the rods. He shuddered, jingled the nickel and four pennies, and felt for the watch he had pawned in Tulsa.

Between him and the caboose a light now bobbed up and down. That would be Boomer Riggs, bringing orders to the hogger. Bill Garner waited between two cars of wheat. The light drew rapidly nearer. A tall figure in a yellow slicker was approaching. When he was ten steps away, Bill emerged from between the cars.

Riggs faltered a moment; then, lantern lifted, came on to meet him. The wanderer uttered a word, a distress signal. Riggs peered into his face and answered. Reaching into his breast pockett, Garner pulled out his thin leather wallet. Without a word, he held it toward his brother of the rail.

Boomer Riggs took the wallet, stared at the card showing through the celluloid window—Bill Garner's traveling card. He closed the wallet and handed it back.

"I'm sorry, Garner. Sorry as hell. But right now—I wouldn't dare carry my wife's picture on the caboose, much less a worthy brother. Only this morning Mulligan—"

"I ain't askin' for a ride in the crummy, Riggs. I heard what that old crab told you this morning. I wouldn't ask any man to risk his job for me. All I want is an empty I can crawl into out this rain—"

RIGGS SHOOK his head. "There's no empties on my train tonight, Garner. Everything's wheat, loaded to the limit." The big conductor studied Bill's face, noted the chattering teeth. "Sick, ain't yuh?"

"Have been doing poorly all summer. Chills and fever."

"You don't need an empty on a night like this, brother. You need a hot lunch and a dry bed to sleep in. The two men stood looking at each other through the drizzle. "What happened to your last job?"

"Big engines got it. Pulled off five crews in May. Looking for a job. Nobody hiring experienced men."

"I know—" Riggs dug the heel of his rubber boot into the cinders. "I'm gonna take a chance on you, Garner. I've never yet turned down a worthy brother, especially a sick one. Go over the head end with me an' we'll catch the crummy as she comes by."

"But suppose Mulligan—"

"Mulligan'll be in bed asleep. All we've got to do's dodge these two yard dicks an' keep my head brakeman away from the crummy. My hind shack is okay, but the head one—damn him! *He's Mulligan's kid!*"

Three car-lengths from the engine, Garner stopped to wait while Boomer Riggs took the orders over to the engineer. Shivering in the rain, he considered the conductor's offer.

It was nothing new. A thousand times Bill had carried worthy brothers on his freight caboose. A hundred times he had ridden thus himself. In the old days it had always been a courtesy extended by a trainman to a worthy brother who had no job. Even now on many roads the courtesy was seldome denied. But on the SF&E, with a trainmaster like Mulligan—

He was tempted to refuse and to ride, instead, the truss rods beneath a car of wheat. But he thought of the cold wind whipping

over the water-soaked ballast 18 inches from his face, ballast that in the higher altitudes of the Glory Range might be buried deep in snow. Then his mind went to the warm fire in the caboose and cushion on the bunkers.

THE SKIPPER came back to stand beside him. They caught the caboose as it clacked by. As Riggers led the way inside, where the fire was roaring up the pipe of the coal stove, a stealthy figure in oilskins and broad-brimmed hat slunk toward the yard office.

For ten miles Riggs and Garner sat swapping experiences. They had much in common. Bill mentioned that he'd once worked over this same track before the Von Brimmer line had been taken over by the SF&E.

"It was rough in those days," he mused. "There used to be a whale of a mountain to cross betwen Lynchville an' Conway."

"There still is, brother. Old Von Brimmer's just as crooked an' just as perpendic'lar as she always was."

Bill picked up a hickory brake club off the bunker and ran a hand down its scarred surface. The scars had been made by jamming of the heavy stick between the spokes of many a brake wheel.

"Do your students use these, Riggs?"

"Yeah. Sometimes. When a car's standing still."

Both men laughed. Then the skipper's face grew serious.

"I've been predicting," he growled, "that with these green hands something'll happen on this hill one uh these days that'll teach the brass collars a lesson they won't forget soon."

"Maybe."

"No maybe about it, Garner. We both know that a man can't learn to railroad in sixty days. It takes years. My hind man, Monk Thirston, has been railroadin' since July. Young Mulligan's been on since August. They can nose out hotboxes and open switches. But if anything ever happens up around Crestone or Glory Grove, it'll be just too bad!"

Rain came in a heavier downpour. It sounded now above the clack of wheels on rail joints. Through it the cry of the whistle was heard as a mournful whisper.

Bill yawned. Riggs put more coal in the stove. Then he took a roll of bedding from a bunker, replaced the lid, and made down a caboose bed for his guest.

"Put your carcass in them blankets, buddy," he drawled. "When we start up the hill to Glory Grove we'll fix a bite to eat and a cup uh Java."

THE CONDUCTOR sat down to work on his reports. Bill dozed fitfully. Monk Thirston seemed restless. Several times he desceneded from the cupola and went out to stand on the rear platform.

"What's the matter kid?" Riggs asked him.

"Aw, I dunno. Seems like something's wrong somewhere. Thought maybe we was developing a hotbox."

At 11:50 their train took siding at Logan to let the *Midnight Limited* by. Riggs went to the telegraph office. Thirston left the caboose.

Bill pulled the blankets over his head in an effort to smother his gloomy thought, and fell asleep. After what seemed ages, he heard a locomotive whistle. A headlight glare shone through the glass panel in the rear door. He lifted himself to his elbow.

"Wonder if that damn student shut the switch?" he muttered.

Bill arose and looked back. The switch light was green, as it should be. He slipped on his shoes, ran a hand through his tousled hair. Then he watched the *Limited* drift down between the switches.

The train stopped. Knowing that Logan was not a scheduled stop, he wondered why. He was still wondering when it puffed away. He did not wonder long.

Just as the last Pullman went by, a figure in a yellow slicker came bustling across the main track and swung up the steps. Even before he entered the open door Bill recognized trainmaster Mulligan. His heart sank. He knew that if Mulligan caught him riding with Riggs it would be the conductor's last trip.

The wanderer sought a place to hide. There was none. Mulligan sighted him from the door, and laughed harshly.

"So you *are* riding west with Riggs tonight, Garner?"

"Nope," denied Bill. "Jist flying across the country. Seen a crummy with the door open. Dropped in to warm my wings."

MULLIGAN looked down at the unlaced shoes, at the covers on the bunk, and up at the tousled hair. Bill pulled on the serge cap and started for the door. Just then Riggs swung up the steps, whistling. As he thrust his head inside Bill saw him start. The whistling ceased.

"Hello, Mr. Mulligan," drawled the conductor. "Wasn't expecting the pleasure of your company tonight."

"So I see. Carrying another worthy brother, are you?"

"Ho, sure," Riggs admitted. "Mr. Mulligan, meet brother William Garner, Fort Jones Lodge 141."

Mulligan ignored the introduction. His gray eyes were cold. He thrust his bronzed face close to Riggs.

"Didn't I tell you this morning I'd fire you on the spot if I ever caught you carrying another one of these—these worthless drifters? Didn't I?"

Riggs grinned recklessly. "It kinda seems to me like—"

"Seems hell!" exploded Mulligan. "When you get into Conway, turn in your equipment and go back to Lynchville for your time. It *seems to me like* you're fired!"

Mulligan jerked off the slicker, tossed it angrily on the bunk, strode the length of the caboose, and climbed into the cupola. Bill said nothing. Riggs laid his trainbook on the table and hung his slicker on a nail.

"That's the way old Mulligan

fires 'em, pard," he drawled.

"I've been canned that way a few times myself," mused Garner. "Reckon it would help matters if I made myself scarce around this crummy the rest of the way in?"

"Nope. Mulligan ain't firing me on account of you. It's because I'm trying to make him hire railroaders who do their own work, instead of students who let the conductor do it for 'em."

He turned back to his desk. Bill sat disconsolately on the bunk, while the tortuous miles slipped back down the ever steepening plain.

AT MOUNTAINBERG the helper engines coupled on, two behind the caboose, one ahead of the engine. From there to Glory Grove the four big Mountain types worked 3,000 tons of wheat laboriously up the heavy grade.

While the crummy groaned along, now six miles an hour, now less or more, Riggs fried chicken and brewed strong coffee. When lunch was ready, he called trainmaster Mulligan down from the cupola, and the three of them ate a meal together.

"It's going to be a nasty trip down Von Brimmer Hill tonight," ventured the trainmaster.

"Yeah, Von Brimmer ain't so hot when it's storming," growled Riggs. "Specially when yuh got two student brakemen on your crew."

Mulligan flushed. He did not speak again until the meal was finished. Then he went back to the cupola to stare out over the car tops while the student hind brakeman came down to eat.

At Glory Grove the wheat drag took siding to meet an eastbound freight. Monk Thirston cut off the two pusher engines and let them into the spur siding. Riggs went to the office for orders. Mulligan put on his slicker and strode over toward the head end of the train. Bill took another nap.

At 1:25 the eastbound freight pulled by and went drifing down the grade toward Mountainberg. Five minutes later the wheat extra moved out of Glory Grove. Conductor and trainmaster caught it as it clacked by the station. They remained on the caboose platform until the brakeman closed the switch. Then the three of them came in and hung up their slickers.

"What's that order you got here," Riggs," inquired Mulligan.

"Time on Six at Von Brimmer."

Riggs fished out the green tissue with its clearance and handed it to Mulligan. The trainmaster read the order and gave it to the brakeman. From force of habit, Bill reached for it as Thirston finished reading.

"Number Six, engine 3432 will wait at Von Brimmer until 3:25 for Exa 3803 west."

Mulligan and the brakeman climbed to the cupola, leaving Riggs and Garner standing by the stove as the half-mile of loaded wheat cars rattled down the grade toward Crestone. On this four and four-tenths miles, the SF&E follows the divide. It descends gradually for more than a mile, dips through a sag, climbs a slight hump, and tips over the ridge onto Crestone.

IN CRESTONE, on a quarter-mile of easy grade, all trains are instructed by timetable to make a complete stop so that crews may test airbrakes. Halfway between the Crestone switches the track begins dipping down. From the one it curves sharply to the left, writhes out along the rim of Crestone Gulch for a little more than a mile to the junction with the Von Brimmer Canyon.

Here it rounds another curve and emerges upon a sloping ledge of granite a thousand feet above the canyon floor. For seven miles it follows this canyon wall, squirming down it like a huge serpent, creeping through its sharpest turns in three tunnels, and spanning it on trestles set at dizzy heights above the whitening waters of Von Brimmer River.

Tonight, as the 3803 tipped over the grade leading down toward Crestone, the brakes went into emergency. Riggs swore. He and Garner dropped upon bunks and braced themselves to take the jar of possible collision. There was no collision. Within a few hundred feet the caboose stopped.

Riggs jerked up his lantern and, striding forward, flashed its light upon the air gage.

"Reckon the hogger lunged one pulling through this sag," he drawled, meaning that carelessness in starting the train with a jerk must have yanked out a drawbar and rendered the airbrakes ineffective.

"Looks like it," snapped Mulligan. "I'll give him forty brownies for it."

Brownies are demerits on a man's record, named after a Mr. Brown who originated the system. So many brownies mean discharge. On the other hand, brownies may be wiped out by unusual meritorious service.

Riggs shrugged. The trainmaster wrote in his little black book. Then he climbed down from the cupola. Riggs put on his slicker, took one of the heavy brake clubs from the cupola floor and started for the front door. Mulligan was two steps behind with a pocket flashlight. The brakeman grabbed a red lantern and headed toward the rear. Riggs stopped with a hand on the knob.

"I'll twist up ten brakes on this rear end, kid," he yelled. "You be sure to let 'em off when you're called in from flagging."

THE STUDENT slammed the rear door and started back to stop No. 5. Mulligan had already gone forward. Bill went out on the front platform where Riggs was twisting down the caboose brake with a club.

"I'll get your brakes for you, pardner," he volunteered. "You go on over to the head end an' look out for your trouble."

"Thanks, Garner," said the conductor. "You'll find an old rainsuit in that left locker. Better put it on."

Bill struggled into the worn suit of oilskins, located an extra club and lantern, and went out to set brakes before the air leaked off the cars. With ten of them tied down, he then followed Riggs.

Five cars from the engine he came upon the conductor and young Buck Mulligan. They were busy with wrench and bar, untangling a mass of wreckage where the draft rigging, the cross timber, and part of the front end of an old system car had pulled loose and piled up in the middle of the track.

He helped them break out the debris and roll it down the embankment. Then he crawled under the car, where he lay for fifteen minutes, showing Buck how to work a chain around a bolster to draw the car without a drawbar.

Meanwhile Buck's father was stamping around in the rain, "I'll fire that hogger, Joe Welch, the minute I get to Conway," he stormed. "Another damned boomer! I've been laying for him ever since I been on the job."

"Blame the hoghead!" said Riggs. "If you brass collars would send these scrap heaps to the rip track instead up putting 'em out on the head uh wheat drags, yuh wouldn't have your trains tore to blazes."

The car was finally ready to move. Riggs cut it loose from the one behind it, and left open the anglecock—the cut-out valve in the train brake system—so it wouldn't have to be turned when the brakeman coupled the train together on his return. Then he and young Buck went down with the engine to set out the car in Crestone.

ARRIVING THERE, they found both passing tracks full. Two eastbound extras had taken siding there. They spent thirty minutes sawing their bad order car into the house track.

It seemed with No. 5 due behind, and No. 6 coming up the hill from the west, the road would be blocked for the rest of the night. But by the time he was ready to go back after his train, the dispatcher had put out an order instructing Extra 3803 to run ahead of No. 5, Crestone to Von Brimmer.

"Delayer said tell you to make it down to Von Brimmer on double quick," the operator told him. "Said Number Six would be waitin' at the switch for yuh."

Riggs snapped: "You tell that delayer to go straight to hell."

He and young Buck finally took the engine and four cars back to the train. The rain had momentarily ceased, but a new storm was brewing down the canyon. A cloud, black as ink and streaked with zigzag lightning, was rising from the west. The roll of distant thunder came up out of Von Brimmer to break the mountain stillness and threaten destruction.

The engineer sounded his whistle calling Thirston in from flagging. Riggs was then on the fourth car with young Buck.

"Now, kid," he instructed, "you make this coupling. Don't forget to couple your air and cut it in. Then let off these five brakes, and stay back to pass a signal."

Conductor Riggs swung down the ladder, dropped off the car. He set the coupling knuckle and, leaving the trainmaster's son to finish the job, hurried back to get into position where he could receive and pass a starting signal around the curves.

Young Buck brought the two cuts of cars together and coupled the air-hose connections. Then, student like, without noticing that the rear one was already open, he turned both anglecocks, *thereby cutting off the air-brake connection behind the fourth car!* It was a fatal mistake, as he would realize later that night.

The rain had begun again, so that Riggs, trotting over the tops of the cars, could not possibly have heard the hiss of air coming through the train line.

ENGINEER WELCH, having set his brake valve to charge the train line, was down on the ground with his oilcan. The fireman was busy with a clogged stoker. Neither of them noticed in the bedlam of sounds the absence of one which they should have heard—the thud-thud-thud of a racing air pump!

In the cupola, Bill heard the dull *woo—oo—woo!* of the whistle filtering through the muggy air. At almost the same time he heard the whistle of No. 5 sounding behind, and reckoning that Thirston would be back to the caboose in three minutes, he turned to the trainmaster.

"You tell that hind shack I'll let off his brakes for him," said Bill. "Then I'll wait up there so I can pass a highball when he gets on."

Mulligan grunted. Bill released the brakes, then walked the top of the train until he could just see the marker's green gleam. Soon No. 5 pulled in and stopped behind the caboose. A lamp on the rear swung a highball.

Garner passed the signal. The conductor's lantern repeated it, and, after a few seconds' pause, two short blasts of the whistle told him that this signal had been relayed to the engine.

It was more than two miles to Crestone. Within ten car-lengths the engineer, who knew he was delaying two passenger trains, had his own train running 20 miles an hour. Garner waited for Riggs, and the two of them walked the top of the train together back to the caboose. The train was making 30 miles an hour when they reached it.

Both Mulligan and the student were in the cupola, facing the air gage. Neither of them had as yet looked at it. Bill climbed through the left cupola window over Mulligan's knees. Riggs squeezed through the right one. From force of habit, both of them flashed lanterns on the gage the moment they were inside. *The black hand was lying flat against the zero peg!*

"What in hell!" Riggs gasped.

Bill Garner's face grew suddenly old. "My God!" he whispered.

The brakeman came to his knees shaking. "What's wrong?"

Riggs kicked out the front win-

dow of the cupola and scrambled through. Garner flung himself out through the side one. One thought seemed to have gripped both men—to get a stop signal to the head end before it had tipped over the heavy grade beyond Crestone. At the end of the first car Riggs stopped.

"Come on back, Garner!" he yelled. "It's forty cars to where yuh could even see the engine. Yuh might as well try to flag a birch bark canoe shooting over Niagara falls!"

BOTH MEN darted back to the caboose to recover the brake sticks they had tossed to the floor as they had entered through the windows. Mulligan, not yet fully alive to what had happened, grabbed the conductor's valve and was holding it down. Not a squirt of air was coming from it!

"What's the matter, Riggs?" he croaked. "What's happened?"

"Nothing much," was the answer, "only one uh your expert students failed to cut in the air when he made a coupling an' the other one forgot to look at the air gage when he got on the caboose. This SF&E is headed for the biggest smash—"

"If that kid of mine's to blame for this I'll fire him in the morning," said the trainmaster, coming quickly out of his fright. "I'm going—"

"There ain't gonna be no morning," Riggs said hoarsely.

"Whaddya mean?" demanded the official. "Do you think—"

He stopped short, stared from Boomer Riggs to Bill Garner. A veil of ashen gray climbed out of the collar of his size 17 shirt and covered the bronzed face.

"You mean—" he whispered.

"Exactly," muttered the conductor, shedding his slicker and grabbing the brake stick from the floor. *"This outfit's going into the ditch!"*

White-faced and shaken, Monk Thirston was stumbling around the caboose. He had snuffed out his lantern coming down from the cupola. His trembling hand wasted four matches while relighting it. Bill stripped off the oilskin suit to give him freedom. He was scrambling up the cupola ladder when Riggs came in from setting the caboose brake.

"Where yuh going, Garner?" cried the conductor.

"I'm going high to tie down some hand brakes."

"Listen, fellers!" Riggs stopped with one foot on the cupola ladder, speaking feverishly. "You unload going through Crestone. It's your only chance. Old Joe Welch is on short time against a passenger train. He's heading down into Crestone like a bat out of hell, figgering to stop with half his train above the lower switch. He'll slough his air jist after he tips over the grade. He'll find he ain't got any. He'll start whistling for brakes. Then he'll come alive an' make his fireman unload.

"About the time he starts to foller he'll remember there's a student brakeman decorating the top with a lantern ten cars back. Young Buck, he won't know what it's all about. He'll be trying to club down hand brakes as long as he can stand up on 'em.

"Buck'll stay while the kid stays. Old devil'll be working air, sand, an' reverse when she goes into the ditch. An' she will! Ain't a chance in a thousand she'll ride that first curve. If she does she'll be making a thousand miles an hour when she hits that lower hill. You three fellers join the birds!"

OUT OF THE NIGHT, mingling with the swish of the wind, with the splash of icewater, dashing from above, came the mournful *woo-oo-oo-oo* of the whistle as the hogger held down the cord on the 3803—old Joe Welch, who as yet knew not that *Death was crouching on the curve below!*

Bill glanced from conductor to trainmaster. Mulligan's lips were twitching. His eyes bulged. His knees shook until he could scarcely stand erect clinging to the grabiron. Riggs gave a dry, croaking laugh. Then, club and lantern clutched in his right hand, he started swinging up the ladder into the cupola.

"What you going to do, Riggs?" yelled Bill.

"Me?" Riggs threw a glance into the white, upturned faces as he backed through the cupola. "I've got a meet with a passenger train waiting on a switch at Von Brimmer. I'll be clubbing down hand brakes when—"

Bill did not wait for him to finish. Leaving brass hat and student, open-mouthed and quaking, he sprang up the ladder and followed Riggs. Out they went on the reeling slippery decks, out into the night where lightning sent blood red arrows hurtling upward from the crest of old Von Brimmer.

The rain in Bill's face all but took away his breath. He sprang to the running board and, head down, plunged along the bounding deck. Riggs kept two strides ahead of him, leaped the coupling between caboose and freight car, and swung to the brake wheel. He whirled it until each chain became taut, until the brakes were grinding. Bill dropped lantern and club to the running board and grabbed the wheel with him.

While they surged and tugged until the grinding brakes made the car buck beneath them, two figures went by. One was the student, club and lantern in hand, stumbling awkwardly along the top. With him was the trainmaster, hatless, coatless, his flashlight gripped in his right hand, hurrying forward to help set brakes.

"They'll both be killed!" cried Garner in alarm.

"Git that next brake!" Riggs shouted. "I'll twist this one."

Riggs set his club in the wheel spokes, took one notch, two, three. Garner whirled, grabbed club and lantern and plunged on toward the second.

At forty miles an hour, the drag was writhing down through groves of Douglas fir and silver spruce which crowned the crest of the Glory Range.

FROM A HALF MILE away came the dismal cry of the crossing whistle. It ended sud-

denly, and as Garner whirled from the brake wheel to plunge forward along the deck. The whistle broke anew, not this time in the monotonous crossing blast but in a wild, frantic, blood-curdling call for brakes—a call which, heard once on a mountainside, is never forgotten.

Mingling with the frenzied appeal of the whistle, the train's thunder, the roar of wind and rain, Bill caught another sound—a clattering, banging noise, as of a hundred houses falling.

He knew what it was. Many a time he had heard it—the *boom-bang-bum-bum* of jostling cars as forty-five of them, loaded sixty tons each, racing down the slight grade without brakes, brought fiercely up against a locomotive in reverse and four cars whose brakes were in emergency!

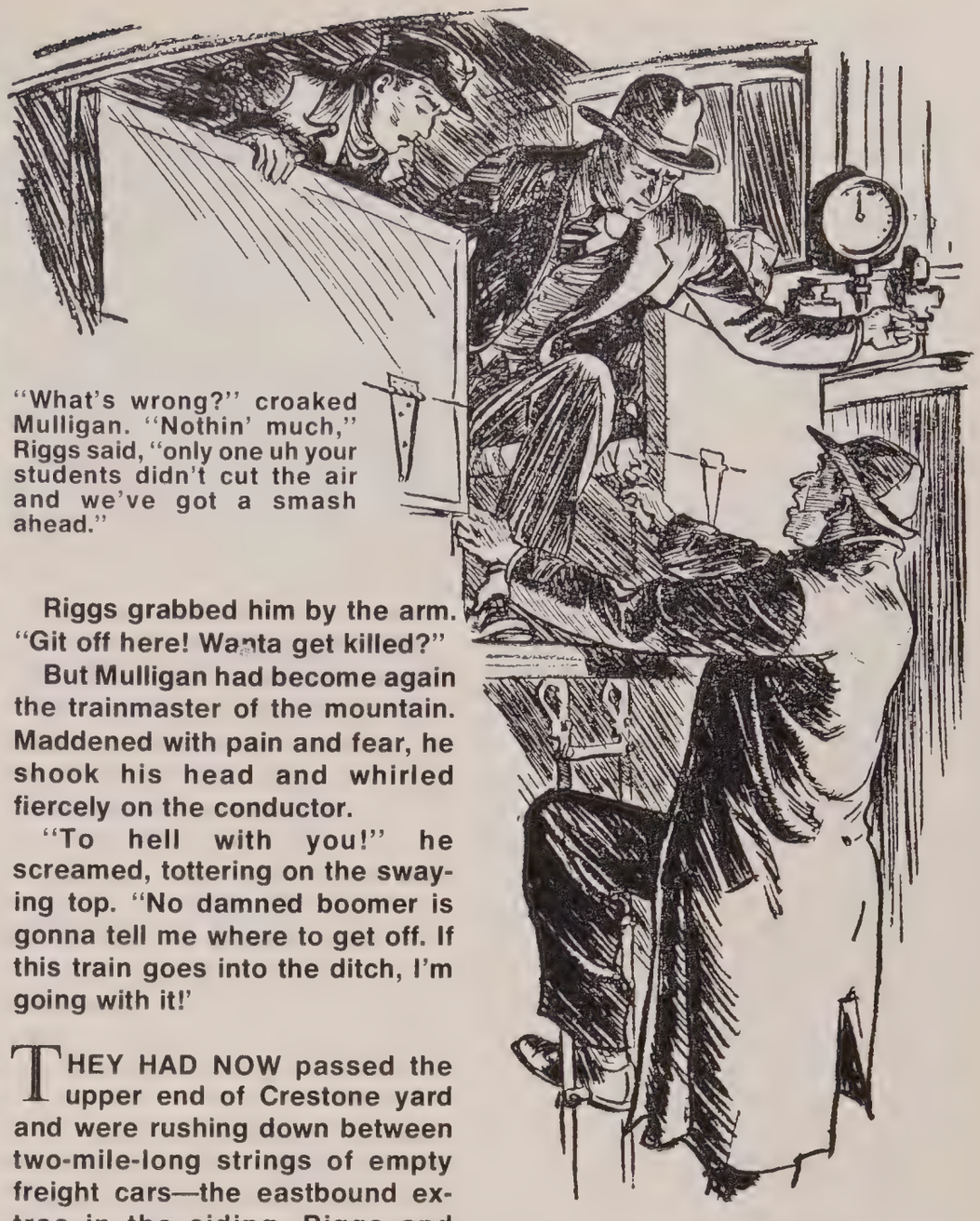
Bill new what was coming when the slack went out of those cars. He braced himself to take the shock. The car he rode seemed suddenly to stop, as if hurled against the granite cliff.

A flash of lightning shimmered in the mountain sky. Black night became blazing day. Bill saw the two figures ahead of him. The student brakeman was in the lead, balancing himself for the leap across the three-foot gap between the first and second cars. Mulligan, head down like a charging bull, was two steps behind.

Garner tried to call a warning, but before he could open his mouth the thing was done. The sudden check in speed hurled both men down upon the oaken boards. Thirston's lantern left his hand to roll along the car top.

Above the roar of the storm and the racing train there came a startled cry, a wild yell of terror. The student skidded forward and plunged *down through that yawning gap beneath the screaming wheels!*

The car jerked forward, then back, and went rumbling on. Garner ran along its swaying top. Riggs was a step behind. They found the trainmaster struggling to his feet. Oaken splinters had ripped gashes in his face. He was spitting and cursing.



"What's wrong?" croaked Mulligan. "Nothin' much," Riggs said, "only one uh your students didn't cut the air and we've got a smash ahead."

Riggs grabbed him by the arm. "Git off here! Wanta get killed?"

But Mulligan had become again the trainmaster of the mountain. Maddened with pain and fear, he shook his head and whirled fiercely on the conductor.

"To hell with you!" he screamed, tottering on the swaying top. "No damned boomer is gonna tell me where to get off. If this train goes into the ditch, I'm going with it!'

THEY HAD NOW passed the upper end of Crestone yard and were rushing down between two-mile-long strings of empty freight cars—the eastbound extras in the siding. Riggs and Garner left the trainmaster standing on the running board and leaped from car to car, madly setting brakes. The train speed cut down to 30 miles an hour as reverse and brakes took hold across the level stretch through Crestone. But neither of them was deceived.

On the right the green eye of the order board rushed toward them. Beyond the station, two markers twinkling through the rain marked the end of the eastbound extras. A dozen rods below those markers, hidden now around the curve, a pair of switchlights stood like sentinels where the track squirms through the deep rock cut and plunges down the rim of Crestone Gulch. Once they enter the open jaws of that rock cut . . .

The car they rode crashed by the station. Trainmen were running excitedly up and down the platform, madly waving lanterns. A hoarse voice shouted: "Jump, you fools! You'll all be killed!"

But Riggs and Garner scarcely heard the wild cry. Their clubs were working in and out between the wheel spokes, the twisting, heaving, until the laden wheels were all but skidding on the slippery rails.

Six brakes had been set when, at 20 miles an hour, they passed the two cabooses. Two more were grinding when, with quickening speed, they crashed over the switch points and entered the jaws of Crestone Gulch!

They thought they'd left Mulligan behind them, had seen him for the last time. They were mis-

taken. Though rugged old Buck, who had come to the trainmaster's desk by the office route, was no expert in moving over reeling car tops, he was a man who did not know defeat.

As they worked on their seventh brake he lumbered awkwardly by them. He was even trying to run; but, thrown by the jerking motion of the speeding rain, he stumbled right and left like a drunken man. He was working with the eighth brake when they reached it.

"Git out—" began Bill, who was a step ahead.

But already the trainmaster had turned and gone away to the next. Entering Crestone Gulch, the train had run head on into the fiercest storm of years, into one of those bursts of revelry among the elements which sometimes come when summer bids goodbye to earth in the wilds of the southern Rockies.

About them lightning danced and quivered. Deafening thunders crashed against the granite walls, rising higher and higher. Rain came in sheets. Winddriven, it lashed their faces, drove through their clothing as if they had none on. Water streamed from sodden garments.

NIGHTS LIKE THIS try the souls of men who ride the rail. On such nights one man of five having blundered, the other four must risk a meet with Death and sometimes keep it.

The *whack-whack* of the wheels on joints came in ever quickening rhythm. The scream of the wheels grew louder. Like the death cry of the fabled banshee, it played up the scale and sent gooseflesh spreading over the wet skin of the two men who had just seen one of their crew go hurtling down between them. With more than a dozen brakes set, with the heavy rain doing thirty miles an hour and gaining speed at every turn of its wheels, hope died in them.

"We'll—we'll never make that first curve, Garner," choked Riggs. "We'll fall a half a mile straight down."

Bill did not answer. The student's death cry was still ringing in his ears. Minutes, now seconds maybe, and he too might be hurtling down the cliff face to the jagged rocks below. Clenching his teeth, he twisted the brake tighter.

On the fifteenth car top, Mulligan was poised for a leap to the next. As the two men came on, they snatched him. He balanced, wobbled drunkenly, balanced again, and jumped.

The trainmaster cleared the coupling, but missed the running board and went sidewise almost to the edge of the roof—the edge whence a slip, another step, would send him headlong down the face of the granite cliff! For a second he hung motionless. Then he reeled backward and fell sprawling across the running board. Garner and Riggs leaped the coupling to him and tried to lift Mulligan to his feet.

"I—I can't go, fellows!" he cried hoarsely, rising to his knees. "It's up to—to you!"

In the pouring sky, sheet lightning glimmered. White water coursed down cold walls of granite rushing by. In the canyon below, black pine trees bowed and beckoned before the rush of the west wind. Yet, through it all, with Death lurking on the curve a mile away, the two boomers, skilled and hardened by years atop these rattling freights, twisted taut the brake and smiled grimly at the plight of the man who had that day cursed them and their kind as worthless drifters.

ON AND ON the wheat drag thundered on down the grade—35 or 40 miles an hour and more. Not in years had a drag attained this speed on Von Brimmer Hill. On and on the two men plunged over the tops, still setting brakes.

Only six minutes had elapsed since they had climbed in at the cupola window and looked at the air gage—six minutes which, in the span of human life, seemed endless. During that time they had tied down brakes on 25 cars. Some had failed to hold—dogs loose on bolts or chains rusted until they would not stand the leverage of heavy clubs.

Half a mile above the first sharp curve where Crestone Gulch joins Von Brimmer Canyon they were running 40 miles an hour—when they should be making only ten. Seventy-five cars were pounding over every rail joint in 60 seconds!

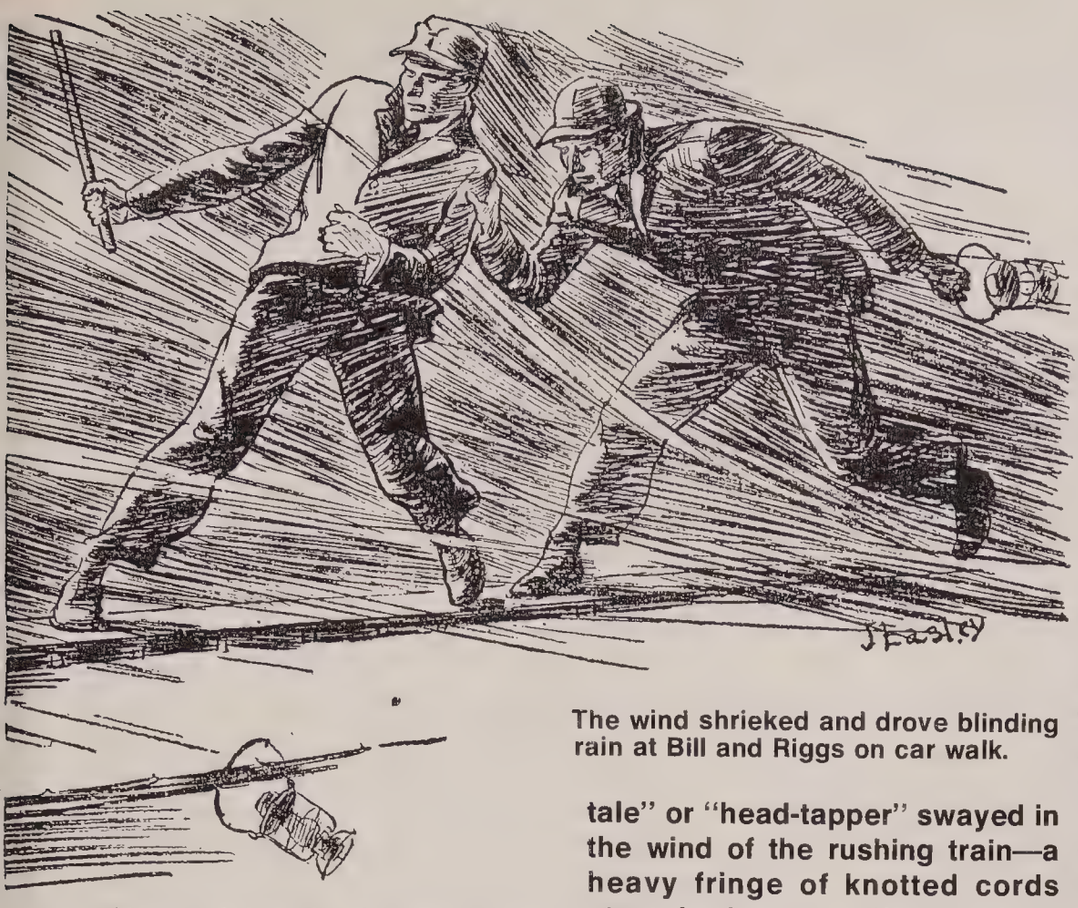
Never before had a train ridden that curve at such speed. Beneath it, the canyon's bottom was piled with car wheels, locomotive parts, twisted scraps of cars which had failed to take the curve. Some scraps had been rusting there since the days of the hand brake and the link coupler. As they approached it, the mournful cry of the whistle arose above the clamor. Old Joe Welch was staying with them to the end.

After the whistle sounded the two boomers went to the center of a car and crouched down, waiting. It would never do to be caught walking the tops on that curve. In a flash of lightning they saw the boxcars ahead pouring out of sight behind the rock wall.

RIGGS AND GARNER gripped the running board more tightly. They were hardly breathing when the car they rode took the curve. Like the one ahead, it leaned far out to the left. In the moment of suspense they even feared their added weight might overbalance it. Then, with a jerk and a bang, it dropped into place and went racing down the mountain.

The men gulped and shuddered. Seconds passed before they realized they had made this first curve safely. They came to their feet running.

With renewed hope, they sprang to work. They tugged, lunging forward along slippery tops, falling, rising, stumbling on in frantic effort to get that 3,000 tons of wheat under control. At 30 miles an hour, it *might* make the turn out on the high trestle beyond. At 40, *never!*



The wind shrieked and drove blinding rain at Bill and Riggs on car walk.

From niches in the wall trackwalkers yelled to them in shaken profane voices demanding what the hell they were doing. From far down the canyon came the cry of the whistle, telling that that the grizzled old hogger was still at his post, keeping steam on his gage, pounding an engine in reverse, working four air brakes to help them.

Somewhere behind, on the rain-drenched top, Buck Mulligan crouched and clung for life to the running board. Somewhere ahead, his son should be twisting down handbrakes. There should be a gleam of his lantern. No light was there.

"Reckon the kid jumped?" panted Garner, once when they were twisting a brake together.

"Nope. Might 'a' fell off. Never jumped—not Mulligan's kid!"

Knee to knee and toe to toe, they struggled on. Their brakes were now cutting down the speed—35 miles, 33. Walking became easier. At 30 miles an hour they swung out over the high trestle leading into the tunnel. A few car-lengths away its black mouth reached toward them, an arched lip with a bare five feet clearance above the boxcar tops.

Between them and it the "telltale" or "head-tapper" swayed in the wind of the rushing train—a heavy fringe of knotted cords stretched across the track to warn unwary trainmen that danger was overhead. This fringe would slap the face of a man standing straight on top of a car. Stooped as they were over a brake wheel, Riggs and Garner would pass beneath it.

STRUGGLING for notches, for more braking power, neither of them was thinking of that low-roofed tunnel. Through the darkness they could not see it. In the roar of the river, the rumble of the rain, the deafening thunder, they had not heard Old Joe's last warning whistle.

Old railroaders though they were, the boomers were off guard. The tunnel rushed toward them. Within a second the "telltale" would pass above. Four feet from it, Bill straightened his aching back, and opened his mouth to speak. The bits of rope reached down like ghost fingers and brushed his face.

A student would have stood and wondered. An instant only, Bill hesitated. Then he grabbed Riggs by the knees and plunged with him to the car top, crying: "The tunnel! *Down!*"

Even as they fell, the tunnel arch swept above them. Coal smoke was choking. A smothering blackness enveloped the two men. No rain fell upon them. The roar was deafening. The air was charged with gas.

Seconds passed. They came once more into the open. Fresh air filled their nostrils. Rain was now in their faces. Lightning blazed in the dripping sky. In a flash they glimpsed something black on a car ahead of them.

"What the hell!" yelled conductor Riggs. "Looks like—"

They did not set the intervening brakes. Riggs in the lead, they ran over the car tops and brought up beside a huddled figure. It was young Buck Mulligan, hatless, without club or lantern, fingers still gripped for life in the crack of the running board. He seemed unaware that they had passed the danger point and would make their meet with No. 6 at Von Brimmer siding.

Buck lifted a terrified face to them. Eyes gleamed white in their sootblack setting. He stared at the boomers as at apparitions from another world.

"Where's your lantern, kid?" growled Bill.

"Lost it—comin' through Crestone," quavered the young brakeman. "Come damn near goin' with it. God, what a ride!"

WITH 90 POUNDS of air showing on the gage, the wheat extra had dropped down into Von Brimmer siding. In the caboose Bill Garner and conductor Riggs stood with backs to the stove, watching the trainmaster wash off blood and dirt, then patch his skinned face with sticking plaster.

"You still wantin' a job, Garner?" asked Mulligan, without looking away from the glass.

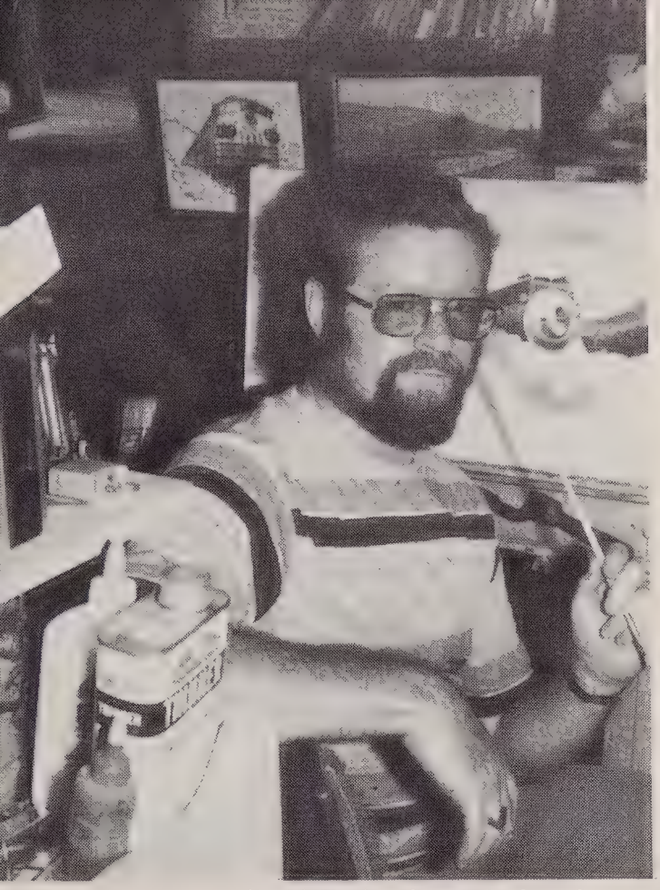
"I haven't got one yet," was the boomer's response.

"Mulligan coughed and sputtered, dashed a hand across the eyes. Then he faced the two of them. "I—I lost a man tonight—I've got to hire somebody to take his place. And, by God, the man I hire is going to be a worthy brother!" ●

Boxcars Mirrored in the Beaver River

It was a quiet May day in 1972 when the early voices of Spring were heard as Lowville & Beaver River 1950 crosses Upstate New York trestle.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515



(Left) Ernie shown today. (center) Ernie in late 1940's, (right) Wife Pauline with daughters.

Interesting Railfan Number 182

ERNIE TOWLER

by Freeman Hubbard

ERNIE TOWLER, a railroader's son who specializes in painting trains and ships, is a quiet guy when things don't ruffle him too much.

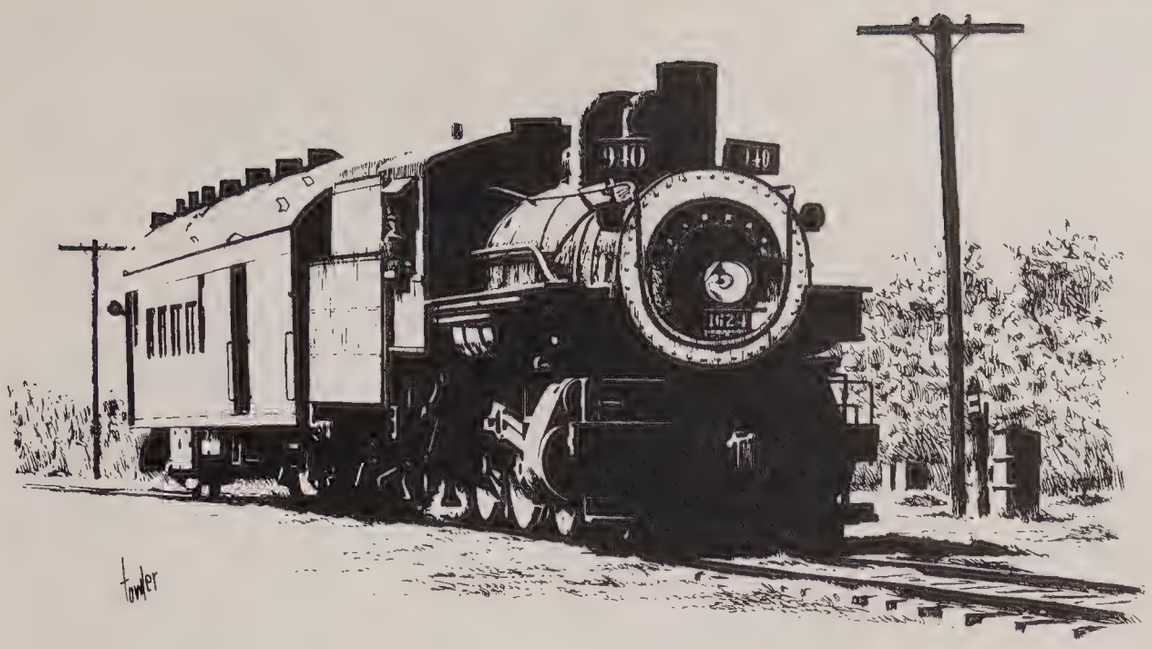
The future artist's dad began railroading in Norfolk Southern water service, but Junior's involvement didn't begin until his father became a baggageman on the Seaboard. In one year's time he advanced rose to baggagemaster and then conductor. During that time father and son rode many baggage cars together. On one overnight trip the youth's bed was the top of an occupied coffin with a mink coat for a cover! There was much emotion when unruly draftees in military service were handcuffed in their cars during the war years.

Just as Ernie, Sr., was promoted to conductor, the family decided to move West, where he thought he had a better chance of becoming an engineman. Under a threat of being drafted, the Towlers left their old home, and the Southern Pacific's hiring them solved the conscription problem. While at Roseville, Ernie would wait for his dad in the cab of a GS or Mountain class engine. In 1944 the father got a job working helpers out of Truckee, Calif.

During their eight years in Truckee, and before, the father acquired a good reputation as a railroad photographer. His best photos went to the *Locomotive Engineers' Magazine,* as it was called in those days. He developed, enlarged, and printed his photos in a closet. Much to the irritation of his wife, the prints were hung up to dry in the living room. Their little home didn't have much space. One winter night Mrs. Towler blew her top, and her husband flung photos, developer, etc., out into the snowy night. Next morning, however, he carefully gathered them up again.

The youngster himself had no camera, but who needed one? Steam railroading, he felt sure, would last forever. Their little house stood near the railyards. Their next home was a big two-story dwelling edged by Highway 40 on Truckee's western rim. All manner of trains passed there in the next several years, and the roar of exhausts seldom cut into a night's sleep.

TODAY, THE CAB-AHEAD freights with the same helpers are sorely missed. Having the good fortune often to ride the



An Ernie Towler drawing shows Espee's Tombstone & Southern R.R. train No. 940 arriving in Tombstone from Benson, Arizona.

pushers to Norden with his dad, Ernie didn't even think of a camera to record his fantastic experiences; but he truly regrets it now, because he could have had a rare collection of pictures. Since his father's interest was in locomotive portraits, Ernie passed up a chance to shoot cabs, portraits, servicing, terminals, and other railroad activity.

Towler, Sr., who provided the lad with opportunities to ride in his cabs from early grade-school years until the old man died in 1975. This gave Ernie some 30 to 35 years of railroading, which is more than some employes gather for retirement. Not everyone is so inspired, though. Neither of Ernie's two brothers, Joel and Tom, nor his sister, Fay, was favorably impressed with such a life.

"Dad," Ernie says, "took pride in his expertise as an engineer, particularly on passenger trains. But I remember one incident he didn't enjoy. Working with a 4300 class 4-8-2 south of Sacramento, he had to set out some cars at an industrial plant. As he backed from the siding, the incline seemed a bit too steep. Dropping off the cars, he headed back, to find that she didn't want to climb the siding.

"So he backed up and tried again. Still no dice. Then once more he hit the throttle and accelerated up. The drivers spun and she slid back. By now, the plant workers had come out to watch 'the engine that couldn't.' More attempts even brought down a few newspaper men. The incline wasn't conquered! An embarrassed SP had to tow out the locomotive—and my father wasn't at all proud that day.

"On another occasion, while he was firing a GS class, the engine was backing into L.A. Union Station to pick up the eastbound *Sunset Limited*. Suddenly the engineer jumped excitedly with a few swear words when he realized that the drivers were on the ground. What would happen now? Would the big hook have to be called? But Dad said calmly after studying the situation. 'We'll fix it.' Looking around, he found blocks and chunks of wood. After he had blocked up and wedged here and there, the crew maneuvered the balky old girl back onto the track. This was railroading."

FROM ERNIE'S earliest home in Raleigh, N.C., he could look across a recreational field to the Seaboard Air Line roundhouse and yards—then (in the 1950s) in the waning but still exciting days of steam. This allowed him many hours of observation, especially at night, with the well-lit activity that a busy steam terminal.

"As I now paint and illustrate trains for a living," he tells us, "they are very much alive to me and I'm reliving the past. My early picture-taking happened when Dad gave me a box camera. After getting careful instructions, I crossed the highway to the tracks and waited. An eastbound freight rounded the curve in to Truckee, passed beneath the signal bridge, and headed toward me. With perfect light on the drivers, with background mountains and ideal conditions for this cab-forward shot, I took it. How proud I was!

But no one had told me to hold the camera steady. You can imagine the results. Sadly, I felt that photography was not for me, despite Dad's superb shots and those of the late Harley L. Kelso, a famous *Railroad Magazine* photographer and writer who stayed at our house on his photo jaunts to Truckee.

"We left Truckee in 1952 with a job trade on the L.A. Division. I didn't use a camera very much after that until the end of the 1950s, when I heard that many SP steamers were waiting to be scrapped near Los Angeles Harbor. Going there, I dismally faced some of the very engines I had ridden in previous years. To my regret, over the years I shot very little black & white, but concentrated on slides. You can always look back, but at the time slides were easier to handle and you

didn't have to bother with negatives. Now I can see the worth of negatives, as I'm building a good collection of Western roads. Although largely diesel, I have thousands of prints and negatives, plus a few thousand slides.

"I really regret not having captured also the old equipment, buildings, etc., to which I was exposed in the fifties. They'd be valuable to me now in researching technical details for my paintings. If I'd had any idea that one day I'd paint for a living, I might have been more perceptive. My most favorite shots would have been the ones I never got of the cab-forwards.

"The particular photo that pleases me most was made at San Luis Obispo in the PA-powered *Coast Daylight* days. Arriving at the station almost at departure time, I ran to the front of the train to do the best I could. Fumbling to open my Argus C3 and hastily adjusting the camera, I thought with dismay that the shot was lost because the train was now departing. But the engineer noticed my plight, generously stopped the train, and hollered down to me: 'Go on! I'll wait.' How pleased I was!"

WHEN ERNIE was single, one of his hobbies was riding the *Daylights,* the *Lark,* the *West Coast,* and the *San Joaquin Daylight.* He'd catch the *Coast Daylight* to San Francisco and go back on the beautiful *Lark* overnight. Or travel to Sacramento in the *San Joaquin's Daylight,* then return to Los Angeles on the overnight *West Coast*.

"My mind works so much on subjects to be painted and their research," he tells us, "that I fail to think about a lot of things other than those. Oddly, not many of my own paintings are in my home. In fact, only two canvases of trains are hanging there, along with a few of square-rigged sailing ships. But I do have some work by other artists."

Southern Pacific is Ernie's favorite, with the Northwest railroads second. He keeps each photo with its negative in its own envelope, of course with diesel and steam separated. Working with this collection could be a full-time job—he puts it off until late night hours. At least, in his files a man can lay his finger on anything he is looking for. They are arranged by engine numbers now, but he plans to regroup them by wheel arrangements.

Ernie has an extensive library and saves and files interesting photos and articles clipped from rail magazines. Along with this, other railroad material, timetables, *Official Guides,* etc. An *Official Guide* of the fifties told him the time of day to place his painting of the *City of San Francisco* in the right lights and shadows. He is proud of the many railroadiana items in his collection such as the train and engine brake-handles from GS-4 4455 and cab-forward 4225.

With an engineer dad, you pick up quite a bit of railroad-related material, but are likely to dispose of some items you will wish later that you had kept. For example, can you visualize anyone in his right mind throwing away a roll of train orders a foot thick? Ernie did that—and what a mistake! At that time he thought there'd be an endless supply available, like losing a few leaves in a forest. Throughout the years our *Interesting Railfan* has accumulated a sizeable array of HO model artifacts and rolling stock in hopes of the day when he'll have more time and a layout will materialize; but at the rate he's going now that day may never dawn.

HIS WIFE is the former Pauline Mae Smith from Orange, Calif., where she used to teach in the same school a kindergarten. She is a shapely young lady, good to look at, with brown hair, hazel eyes. They have two daughters, Patricia Ann, seven, and Kristina Michele, five, both of them darlings. Patti enjoys drawing trains. The family also includes two cats, Cocoa and Muffin, and a joyous mongrel named Twinky.

At times, Pauline may think her talented husband is not paying enough attention to her. That's because he is busy creating art work or visualizing jobs to be done or pondering on the "golden" past of his railroading years. Little did Pauline realize when she first met Ernie Towler how deep his railroad obsession was. One item which had caught her eye just before that historic meeting was a Towler painting in the home of the friends who introduced them to each other. Naturally, it showed a Southern Pacific cab-in-front with a passenger train.

As a kindergarten teacher, beautiful Pauline gave much attention to details in her personal attire and classwork. This guy Ernie was different. Although she was niftily clad in a summery white blouse and shorts for presentation to Ernie, he was wearing glasses and hair in a very short crew-cut, was clean-shaven, and had on a shirt with buttons that could barely restrain his 200-plus pounds of figure. But they fell for each other, and in June 1967, got married at Orange. Since then, Ernie has changed somewhat. He is still 5 feet 11 inches tall, still has blue eyes, curly brown hair, and a cheerful smile, but has added a short brown

Pauline tells her own story. "Almost three years before I met Ernie Towler," she says, "a fellow teacher had told me about an eligible bachelor by that name living in Gardena, Calif., whom she thought I should meet. However, I was dating another guy then and wasn't interested. That teacher's sister and brother-in-law were good friends of Ernie. Well, I finally met him. It was at a picnic on Aug. 14, 1966, in Hawthorne, Calif., and from the very first I was drawn to him. I had found someone to whom I could relate and put full confidence in. It has been that way ever since. Knowing how much trains mean to him, I broadened my own interest in that subject. On his 41st birthday last October 7th I treated him to

One of his oil paintings of a Colorado & Southern R.R. local at Breckenridge, Colo., in gallery.

dinner at the San Jean Capistrano Depot Restaurant and a train ride."

Unlike Ernie's railroad background, Pauline came from a Nebraska farm, although she did have an uncle in RPO service on the Union Pacific. Ernie's father was an Espee engineer and an uncle of his, brakeman John Smith, fell between cars and has suffered from it ever since. Our hero's first job, right out of high school, was with the Santa Fe stores department in Los Angeles. He was working on the morning after the tragic RDC wreck at Redondo Junction where many people died. Its memory is too morbid for him to dwell upon. The roundhouse in L.A. was enhanced by the slumbering presence of old 1010 of "Death Vally Scotty" fame and five retired 3700 class 4-8-4's, in the cabs of which Ernie often ate lunch.

LEAVING THE AT&SF after a year, he spent three years with Douglas Aircraft, and after that held many assorted jobs. Then he pursued what he could do best—artwork. This developed into a commercial art career, aside from his painting railroads and ships. He calls his business "Ships & Trains by Ernie Towler." Most of his subjects are trains and he's pleased to see the public buy his work. It's nice to earn your living at something you really enjoy, as we on the *Railroad Magazine* staff discovered long ago.

As for personal habits, he says: "I drift between being neat and not neat, depending on the circumstances. I'm not exactly tidy when working on my art because the end result is most important—not the time spent in picking up fallen material or cleaning off spilled paint. While I'm working I have to grab what I need at the instant, then drop it, and then move on."

Doug Davidson, a locomotive historian of Calgary, Alta., Canada, who has commissioned Ernie to make five paintings for him, writes: "Mr. Towler is a first class locomotive illustrator. His perspective and subtle color harmony are beautifully executed in both the locomotive and supporting scenery."

ORANGE COUNTY'S largest newspaper, *The Register,* ran a lengthy article on Ernie Towler a few years ago. Everybody likes publicity. Well, not quite everybody. Would you believe that some fellows actually turned down nominations to this series of *Interesting Railfans?*

"I will have a large drawing in a new railroad book if and when it finally comes out," Ernie says. Recently he made two ink drawings of engines at Knott's Berry Farm for that organization. You can see them if you ever go to Buena Park, California. His drawings are displayed throughout the country and even some in Europe.

"When my wife, Jan, and I first opened our store, The Little Depot, at Anaheim, Calif.," writes Daniel Bradley, "Ernie wanted to design our business cards, let-

Lithograph print of Western Pacific's section of *California Zephyr.*

All lithographs by Ernie Towler

terheads, and envelopes as well as the sign which now hangs outside our store. I said we just couldn't afford anything like that, but he offered to do it free. At length we agreed that if he'd do the jobs, we'd pay him eventually in some form or other, and that is what happened. Jan and I cannot forget what he did for us when we were starting in business."

Dennis M. Beeghly, a Southern Pacific employee at Reno, Nevada, tells of the unusual circumstances under which he met our *Interesting Railfan:*

"While doing some research on the SP's Sacramento Division, I found some photos taken by Ernie C. Towler, Sr., but did not learn his address until I found it later in a rail magazine ad for art reproductions of an SP Daylight locomotive. Writing to that address, I was answered not by the Ernie Towler I'd been looking for, but his son. Later I met both of them. Thus began a lasting friendship and a rich source of information. Young Ernie had spent his formative years studying details of the Truckee District of our Sacramento Division. His knowledge of the area helped my research tremendously. He has a remarkable eye for detail. His paintings and drawings show the time and care given to them."

According to Chris Taylor of Mission Viejo, Calif., "Ernie is a sensitive and generous person. He often gives me railroad photos, timetables, etc., and he has accompanied me and my family on fantrips. He even gave my son Randy a customized model of a heavyweight private passenger car for his birthday, with the boy's name hand-lettered on its side. Ernie tells me that he'd rather have Amtrak run conventional passenger equipment than the small-windowed, airline-like Amfleet equipment."

IN ADDITION to railroad subjects, Ernie spends much of his time painting pictures of ships. William E. Van Horn, a shipwright and Newport Beach city fireman, writes about that phase of his life:

"My grandfather was a shipmaster and had portraits of three of his ships painted by the well-known marine artist Antonio Jacobson. They were done around the turn of the century to one-eighth scale, probably from photos and scaled sail plans. I had often admired these pictures and had hoped some day to have oil paintings of three other of my grandfather's ships, but doubted that I could find an artist who could match their details.

"Then I saw some of Ernie Towler's work displayed locally and noticed the remarkable detail on his locomotive paintings. They looked so good that I had him make six oil paintings of the aforementioned ships, two watercolors of sailing ships, and

Litho of CB&Q's railfan queen of 1960's No. 5632 setting out cars.

Oil print of D&RGW narrow-gage No. 473 on caboose hop.

a fine watercolor portrait of a fire engine, which is now hung in headquarters of the Newport Beach Fire Department. What I admire most about his work is his attention to detail and the realism in his settings. When I hang one of his pictures on the wall in my home it's as though I have added another window to the house, a window on the past, of a time when Americans had a pride and dedication in their work."

"I think Ernie Towler is dead serious about his work and will never compromise," writes a fellow artist, Don Langford of Pebble Beach, Calif. "He and I have often talked of the art game and how difficult it is to get a start, a name, and make a living for ourselves and our families. We agree that in his particular field he must not go for the slick short-cuts we often see but must continue with authentic interpretations.

"Ernie never seems to lose his enthusiasm for railroad subjects, whether they be old photographs, paintings, or the real thing. Recently, we spent a delightful afternoon with an historical photographer in Pacific Grove, Calif., looking at his collection of old pictures of train subjects on the West Coast in the early 1900s. Ernie's knowledge from frequent research gives him the edge over anyone else I know. He is a warm, friendly person who is patching together some gaps in railroad history for the world to enjoy and will make his mark in this age of speed and greed."

Authentic railroad subjects can't be turned out as fast as a quick pallet-knife artist can produce his work, so Ernie's pace is slower and more disciplined. His main effort these days is keeping Semion's Fine Arts Galleries, 305 North Coast Highway, Laguna Beach, Calif. 92651, supplied with original art.

So if you want to order a painting made of your favorite locomotive or of the barnacle-encrusted ship on which your great-grandfather came over from the Old Country, you know where to go. Lori Dunn, the gallery manager there, tells us: "I feel a sadness because someone as decent, straightforward, and talented as Ernie, with no pretense whatever, is rather out of style in the present-day world. He has a sense of outrage, as many people do, at the phoney standard of 'Do as little as you can and fool as many people as you can for as long as you can.' His pride in his work is evident in his continually striving to be perfect, never attempting the same job twice but going on to something even better. His warm thoughts, his laughter, and sense of humor are delicious. I just plain love the man." ●

Lithograph of Westside Lumber Co. 9 in deep snow.

Ernie's litho of Central Pacific's *C.P. Huntington.*

PASSENGER TRAIN SURVEY

JAMES L. KERRIGAN, chief executive officer of Greyhound Lines, said Amtrak's newest plan admits it will lose $854 million in 1982, a loss equal to $2.4 million a day.

"This means," he explained, "that every time someone tries to buy an Amtrak ticket in 1982, the taxpayer will shoulder him at the ticket window and fork over $32.35 as the taxpayer's contribution to the ride. I have two suggestions for Amtrak's president, Paul H. Reistrup, both of which I have tendered before and to neither of which he has ever responded.

"The first is to increase revenues by having passengers pay at least 75 percent of the cost of their ticket. The second is to eliminate frills such as the practically-free food service provided on board Amtrak. (The taxpayer currently pays over 65 percent of the food, liquor, and tobacco sold on Amtrak.)

"I also suggest eliminating those routes which are clearly not patronized. CBS News recently did a random check of riders on board the *Mountaineer* (now the *Hilltopper*), a train that loses $14 million annually. CBS found 15 people on the train . . . five Amtrak employes, five riders on passes, and five customers!

"Right now, we have the sure and certain prospect by Amtrak's own admission that this runaway train will cost us $9.5 billion by 1982. And I predict that price tag is on the low side. What we have created is another Vietnam. One day we will wake up and ask ourselves, 'How did we get into this?' The time to get out of it is now!"

Is there anything Greyhound would like better than to see the highways tremendously congested because of failure to operate passenger trains or because of failure of people to ride trains? As for the million or more traffic accidents each year on the highways, with appalling loss of life—well, that's all right. So is the stink from gasoline exhaust that seriously endangers public health and shortens life. That's all right, too. Or is it?

FARES GOING UP AGAIN! An increase averaging 10 percent will apply to all passenger trains in New Jersey, as well as interstate commuter buses, effective July first.

The increases must be approved by both the Commuter Operating Agency, which regulates fares in subsidy contracts it has with 24 bus lines and Conrail, and the ICC, but this is a mere technicality. Apparently nobody believes the increases won't be okayed.

About 350,000 commuters ride buses daily to and from New York and Pennsylvania and 150,000 more use the 50 commuter trains operated daily by Conrail. Most of the commutation involves New York City.

The fare increases will be needed to offset pay raises for union members who operate the buses and trains, said Peter E. Stangl, assistant commissioner of transportation.

He added that for new contracts between the "anticipated" union settlement would provide for pay raises of 8 percent, or an additional $15.5 million.

To hold down bus and train fares, the state has been subsidizing Conrail and the bus lines with about $40 million each year. The Federal Government also has been contributing. The new state budget law, which limits annual increases in state expenditures to about 8 percent will preclude the Legislature from being able to make up the rising cost of rail and bus service with higher subsidies.

MINOR SCHEDULE adjustments which included both the addition and deletion of station shops went into effect Nov. 20th on Amtrak's Northeast Corridor. At the same time, Amtrak temporarily reinstated Metroliner service between New York and New Haven until conversion of the overhead electrical power from 25 cycle to 60 cycle in the New York Metropolitan region is completed. The work is due to be finished early this year.

In the fiscal year ended Oct. 1, Amtrak carried 19,207,000 passengers, compared with 18,152,000 last year. Amtrak's new winter schedules have cut travel times on 26 trains as a result of track improvements and new locomotives which run at higher speeds. Biggest time savings—of up to 5 hours, 49 minutes—are on Chicago-Seattle trains.

Sleepers are now operating daily on the Chicago, Cincinnati, and Washington train *The Cardinal*, formerly called the *James Whitcomb Riley*, and on the Chicago-New Orleans *Panama Limited*. The Seattle-Salt Lake City *Pioneer* will be given sleepers in March.

Robert A. Herman has been named vice president and general manager of national operations for Amtrak. He had been holding the job on an interim basis for several months and had been regional vice president of operations in the Northeast Corridor.

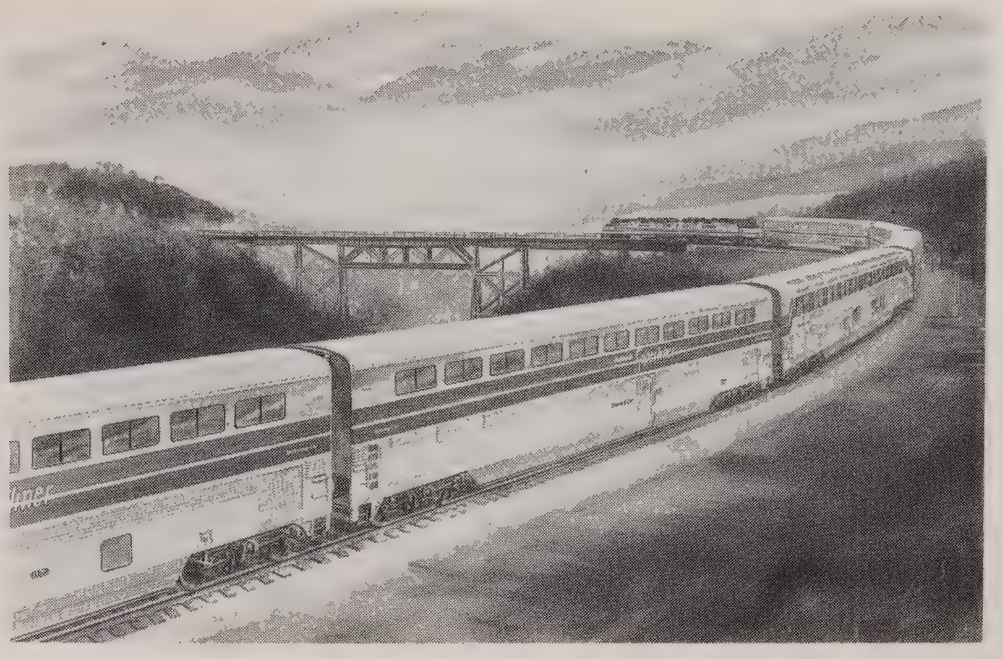
Herman has over-all responsibility for transportation, running maintenance, on-board service, commis-

This is the way it was 75 years ago watching trains disappear into night.

saries, stations, and liaison with the railroads for Amtrak's entire system except for the Northeast Corridor.

Amtrak has given a contract to General Electric to begin a $20 million program to improve the high-speed Metroliners. The Metroliner cars have been in revenue service since 1969 without a major overhaul. Each has an average of 1.5 million miles of service. The program—designed to improve reliability and ride quality—includes an overhaul of trucks, traction motors, air-conditioning and heating systems, brakes, couplers, signals, etc. These cars will be rewired, re-upholstered, and given tray tables and new carpeting.

Amtrak plans to build a station at Dearborn, Mich., as a stop for Chicago-Detroit and Jackson-Detroit trains. The site is within the city's Civic Center, not far from Ford World Headquarters and Dearborn Village.

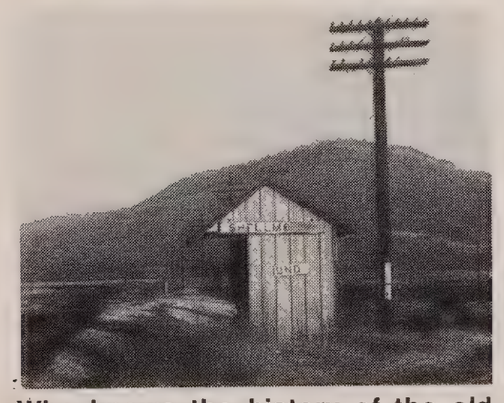


Amtrak again will issue a colorful calendar for 1978, making it available to railfans and the general public, 24x33" on heavy paper for $3.75. Among scenes are upcoming bi-level cars, as seen here. That's Amtrak Calendar, % Western Folder, 850 W. Fullerton Ave., Addison, Ill. 60101.

AMTRAK announces its first rail-bus sightseeing tours of Arizona which include both the state's southern resort areas and Grand Canyon. The escorted "Arizona Adventure" week tours, operated by Gray Line of Albuquerque, begin at $289 each, double-occupancy, plus rail to Tucson and from Phoenix. Tucson and Phoenix are overnight from Los Angeles on the Sunset Limited (coach fare to Tucson $37.50, from Phoenix $33). The *Sunset Limited* also links Tucson and Phoenix to such Texas cities as San Antonio and Houston and on to New Orleans for connections with other trains to the Midwest and Northeast.

Itinerary of the tours includes an across-the-border excursion to Nogales, visits to the Mission of San Xavier del Bac ("The White Dove of the Desert"), the Sonora Desert Museum, and "Old Tucson," setting of movie and TV cowboy epics. The two-day Grand Canyon trip is routed via the Casa Grande ruins, Montezuma's Castle, Salt River, and Oak Creek Canyons and the art village of Sedona.

Tours are scheduled for Feb. 19, March 5 and 19, April 2 and 16. For a descriptive folder write: Amtrak Travel Center, P.O. Box 311, Addison, Ill. 60101.



Who knows the history of the old NC&StL station at the now-vanished hamlet of Shellmound, Tenn.?

Thomas E. Montgomery, 208 Greenacres Drive, Pons, Tenn. 38242

A $13 MILLION-PLUS order from Chicago's Regional Transportation Authority for 30 bi-level gallery commuter cars is announced by the Budd Company in Philadelphia. Delivery on the new, all stainless-steel cars is scheduled for the fourth quarter of this year. The order calls for 22 trailer-type gallery cars, each with a seating capacity of 157 persons, and eight cab-style cars, each seating 147 persons.

This contract complements a $33 million order for 50 Budd bi-level gallery cars received earlier last year from Chicago's Regional Transportation Authority.

Chicago RTA board has approved the purchase of North Western's commuter fleet for 20.8 million dollars. After taking possession of the 264 commuter cars and 64 locomotives, the deal calls for RTA to lease the equipment back to the railroad, which will run the trains under a 25.7-million-dollar operating agreement until June of 1979. RTA also has agreed to spend $17 million to upgrade the rights-of-way and other facilities.

SOUTHERN PACIFIC is taking to ICC its case to discontinue commuter service between San Francisco and San Jose. Alan D. DeMoss, vice president, said that SP's total avoidable loss of $26.5 million from operations and loss of return on investment in one year has an adverse impact on industry, agriculture, and consumers, not only in California but in all 11 western states served by the railroad.

"The losses are real and enormous," DeMoss lamented. "They impede our ability to meet the needs of interstate commerce, promote economic development and employment, and keep rail-served industry and agriculture in California and other states competitive in national markets.

AN ANONYMOUS PASSENGER took a free ride on the Maine Central and lived to regret it. So some 60 years later, he sent the railroad $1 to square his account. The railroad received the payment—well above the fare for the less-than-15-mile journey—along with a letter.

"Gentlemen," it read. "Once upon a time in World War I, I rode from Burnham to Pittsfield without paying a fare. Now, in order to make things square and make Heaven my home, I'm enclosing $1 for the fare. As a Christian, one has to make things right when they can."

He must figure Heaven knows his name—the letter was unsigned. ●

This Lima-built 1200-hp New Haven R.R. yard goat (1950) had 61,250 t.e.
Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa.

New York, New Haven & Hartford Roster

(Merged into Penn Central Transportation Co., Now Conrail)

Compiled by Sy Reich

Railroad Class	NYNH&H Road Nos.	PC Road Numbers	HP	Builder	Builder's Model	Wheel Arrangt.	Tract Effort	Weight	Date	Notes
EF-4	300-310 (2nd)	4600-4610	3300	GE	----	C-C	99,420	397,680	1956-7	1,5
EP-5	370-379	---,4970-4976,----4977	4000	GE	----	C-C	87,625	350,500	1955	
DER-2a	0400-0423	0401=1330: 0418=1331	1500	Alco-GE	FA-1	B-B	60,150	240,600	1947	2,3,4
DER-2a	0424-0429	0426=1332: 0428=1333	1500	Alco-GE	FA-1	B-B	60,150	240,600	1947	2,3,4
DER-2b	0450-0459	0456=3390: 0458=3391	1500	Alco-GE	FB-1	B-B	59,100	235,400	1947	2,3,4
DER-2b	0460-0464	0462=3392	1500	Alco-GE	FB-1	B-B	59,100	236,400	1947	2,3,4
DER-2c	465-469	3393-3397	1600	Alco-GE	FB-2	B-B	60,900	243,600	1951	5
DERS-2b	0500-0509	----	1500	Alco-GE	RS-2	B-B	61,250	245,000	1947	3,4
DERS-2b	0510-0516	----	1500	Alco-GE	RS-2	B-B	61,250	245,000	1948	3,4
DERS-2c	517-536	5471, 5525 (2nd), 5526 (2nd), 5532,5473, 5534-5535, ----,5474-5475,5536 5544 (2nd), 5554,5559, 5561,5476-5477,5564	1600	Alco-GE	RS-3 5472,5531-	B-B	62,150	248,600	1950	2,5
			ju							
DERS-2c	537-544	5478-5479, 5566,5570, 5585-5588	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	2
DERS-2c	545-546	5480,5589	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	
DERS-2c	547-561	5482,----, 5590-5591 ----,5592-5595,5483-5484,5596-5598	1600	Alco-GE	RS-3	B-B	61,650	246,600	1952	2,5
DERS-3	590-594	----	1600	FM	H16-44	B-B	63,250	253,000	1950	5,6
DERS-3	595	----	1600	FM	H16-44	B-B	63,250	253,000	1950	5,6
DERS-3	596-599	----	1600	FM	H16-44	B-B	63,250	253,000	1950	5,6
DEY-5	0600-0603	9850-9851, ----,9852	1000	Alco-GE	S2	B-B	57,500	230,000	1943	5
DEY-5	0604-0608	0606=9853: 0608=9854	1000	Alco-GE	S2	B-B	57,500	230,000	1944	5,7
DEY-5	0609-0619	0609=9855; 0610=9856; 0615=9857; 0616=9858; 0618=9859	1000	Alco-GE	S2	57,500	230,000	1944	5,7	
DEY-5	0620-0621	----,9860	1000	Alco-GE	S2	B-B	57,500	230,000	1944	5,7
DEY-6	630-639	----	1200	LH	Yd. Sw.	B-B	61,250	245,000	1950	7
DEY-7	640-659	9180-9199	1200	GM-EMD	SW1200	B-B	61,425	245,700	1956	
	DERS-1b	0660-0669	----,----,	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948
5,7		9941-9944, ----,9945, ----,----								
DERS-1b	0670-0671	----,9946	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948	7
DERS-1a	0700-0709	----	2000	Alco-GE	PA-1	A1A-A1A	58,750	352,700	1941-2	7
DER-1b	0710-0719	----	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1942	5,7

Railroad Class	NYNH&H Road Nos.	PC Road Numbers	HP	Builder	Builder's Model	Wheel Arrangt.	Tract Effort	Weight	Date	Notes
DER-1b	0720-0729	----	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1944	7
DER-1b	0730-0744	----	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1945	7
DER-1b	0745-0749	----	2000	Alco-GE	A1A-A1A	59,500	357,500	1945	7	DER-1c
0750-0759	----	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1945	7	
DER-3a	0760-0769	----	2000	Alcp-GE	PA-2	A1A-A1A	51,750	307,500	1948	3,4
DER-3a	0770-0784	----	2000	Alco-GE	PA-2fA1A-A1A	51,750	307,500	1949	3,4,8	
DER-3a	0770-0784	----	2000	Alco-GE	PA-2	A1A-A1A	51,750	307,500	1949	3
DER-4	790-791	----	2400	FM	CPA 24-5	B-A1A	63,120	307,500	1951	9
DER-4	792-799	----	2400	FM	CPA 24-5	B-A1A	63,120	307,500	1952	9
DEY-4	0800	----	380	GE	44-ton	B-B	22,000	88,000	1941	10
DEY-4	0801-0802	----	380	GE	B-B	22,000	88,00	1941	5,10	
DEY-4	0803-0806	----	380	GE	44-ton	B-B	22,000	88,000	1941	11
DEY-4	0807-0816	----	380	GE	44-ton	B-B	22,000	88,000	1045	5,11
DEY-4	0817-0818	----	380	GE	44-ton	B-B	22,000	88,000	1947	5,11
DEY-1	0900	----	600	Alco	HH 600	B-B	50,000	200,000	1931	7,12
DEY-2	0901-0905	----	660	GE	Y	B-B	49,000	196,000	1936	13
DEY-2a	0906-0910	----	600	GEIR	?	B-B	48,750	195,000	1936	14
DEY-1a	0911-0920	----	630	Alco	HH 600	B-B	49,750	199,000	1938	7
juDEY-1b	0921-0930	0924=9411	660	Alco	HH 660	B-B	49,000	196,000	1939-40	5,7
DEY-3	0931-0940	0935=9412; 0936=9413; 0937=9414; 0940=9415	660	Alco-GE	S1	B-B	49,500	198,000	1941	5,7
DEY-3	0941-0950	----,---- ----,9416-9419,----, 9420-9421	660	Alco-GE	S1	B-B	49,500	198,000	1942	5,7
DEY-3	0951-0960	----,9422-----,9432-9435,----	660	Alco-GE	S1	B-B	49,500	198,000	1944	5,7
DEY-3	0970	9436	660	Alco-GE	S1	B-B	49,500	198,000	1944	
DEY-3	0971-0976	----,9447-9449,9457-9458	660	Alco-GE	S1	B-B	49,500	198,000	1947	7
DEY-3	0977-0983	9459,9486-9491	660	Alco-GE	S1	B-B	49,500	198,000	1948	
DEY-3	0984-0989	----,9492-9493,----, 9494-9495	660	Alco-GE	S1	B-B	49,500	198,000	1948	5,7
DEY-3	0990-0995	----,9496 9497,----, 9498-9499	660	Alco-GE	S1	B-B	49,500	198,000	1949	7
DERS-4	1200-1229	7530-7545, 7286-7547-7559	1750	GM-EMD	GP9	B-B	63,500	254,000	1956	
DERS-5	1400-1413	7660-7673	1800	Alco Pr.	RS-11	B-B	65,850	263,390	1956	
DERS-5	1414	7674	1800	Alco Pr.	RS-11	B-B	65,850	263,390	1956	
DERS-6	1600-1608	5160-5168	1600	FM	H16-44	B-B	64,600	258,500	1956	
DERS-6	1609-1614	5169-5174	1600	FM	H16-44	B-B	64,600	258,500	1956	
EDER-5	2000-2001	5000-5001	1750	GM-EMD	FL9	B-A1A	56,940	284,500	1956	
EDEDR-5	2002-2029	5009-5029	1750	GM-EMD	FL9	B-A1A	56,940	284,500	1957	
EDER-5	2030-2059	5030-5059	1800	GM-EMD	FL9	B-A1A	56,500	279,950	1960	
DERS-7	2500-2509	2660-2669	2500	GE	U25B	B-B	66,470	265,880	1964	
DERS-7a	2510-2525	2670-2685	2500	GE	U25B	B-B	66,470	265,880	1965	
DERS-8	2550-2559	2450-2559	2500	Alco Pr.	DL-425	B-B	64,575	258,300	1964	
EDER-6	3000-3001	----	1000	BLH	RP-210H	B-2	28,775	894,000	1956	
EDER-7	3100-3101	----	1720	FM	F12-42	B-2	28,775	224,100	1957	

Effective date: Oct. 1977. Sources of information: NYNH&H, General Electric, South Bend Sand & Gravel, Becker County Sand & Gravel, Lambert's Point Docks, General Dynamics' Electric Boat Div., National Metals, Repulic Steel, R.C. Stanhope, Atlantic Coal, Marquette Cement Manufacturing, Thurso Pulp & Paper, Washburn Wire, Youghiogheny & Ohio Coal, Eastern Associated Coal, Ministry of Public Utilities of Trinidad, The Connecticut Co. George R. Silcott, New Haven Trap Rock-Tomasso, The Dock, Norfolk & Western, Pickens RR.

Units on present roster: none. For disposition of units after Penn Central and Conrail mergers, see those railroads' rosters. Not all units given PCT numbers were actually stenciled with them; some were scrapped without being renumbered. Not all units inherited by PCT were assigned PCT numbers. Numbered notes:

(1) 300-311 were originally Virginian 131-141, 130; then N&W 231-241, 230; then NYNH&H 300-311.

(2) 0401 rebuilt (11/59). No. 0456 rebuilt (4/59). Alco Products rebuilt the following units: 526 (5/59); 518, 549, 553 (6/59); 533, 551, 559 (10/59); 517, 523 (1/62); 527 (2/62); 539 (10/57). Nos. 550, 552 were traded to Alco Pr. for new units (1963).

(3) These units were sold to GE in trade for new power and were scrapped: 0400, 0407-0408, 0410-0411, 0413-0414, 0417, 0419, 0424-0425, 0429, 0450-0451, 0453, 0455, 0459, 0463-0464, 0505, 0507-0509, 0513, 0762-0772, 0774-0776, 0778-0786.

(4) These units were sold to Alco Pr. in trade for new power: 0402-0406, 0409, 0412, 0415-0416, 0420-0423, 0427, 0452, 0454, 0457, 0460-0461, 0500-0504, 0506, 0510-0512, 0514-0516, 0760-0761, 0777.

(5) These units were sold to Michael Schiavone & Son and were dismantled, with some parts salvaged for resale: 0921, 0923, 0929, 0930, 0954, 0964, 0984, 0986-0987, 0989, 0934, 0942, 0987, 0660-0661, 0666, 0668-0669, 526, 560, 561, 0801, 0812, 0817, 590, 593, 595-596, 0602, 0607, 0613-0614, 0619, 0621, PP716, 466, 311.

(6) 590-599 may have originally been numbered 560-569.

(7) These units were scrapped: 0604, 0605, 0611-0612, 0617, 0620, 630-639, 0602, 0607, 0613-0614, 0619, 0661, 0668-0669, 0700-0759, 0900, 0911-0920, 0922, 0925-0928, 0931-0933, 0938-0939, 0941, 0943, 0948, 0951, 0956, 0969, 0971, 0990, 0993. No. 0670 sold to the Genesse & Wyoming, renumbered 42 (1/64).

(8) 0783 sold to GE in trade for new power, then to the Delaware & Hudson for parts.

(9) 790-791 were originally Fm demonstrators 4801-4802, then NYNH&H 790-799 were sold to Brazos Engineering (1962).

(10) 0800, 0802 sold to Youghiogheny & Ohio Coal Co. but not renumbered (3/19/56), 12/24/58), then sold to The Dock, renumbered 0800, 0802 (1970); then scrapped (1974).

(11) 0804 sold to Washburn Wire Co., renumbered 506, then sold to R.C. Stanhope but given no number, then sold to A.J. King Lumber, then to South Bend Sand & Gravel Co., then to George R. Silcott, then to Becker County Sand & Gravel, renumbered 1; then renumbered 889. No. 0805 was sold to Marquette Cement Mfg., then to Cruman Equipment, then to the Thurso & Nation valley, renumbered 9 (3/59). No. 0806 was sold to Washburn Wire, renumbered 505 (8/53); then sold to R.C. Stanhope, not renumbered; then to the Virginian Ry., renumbered 6 (7/54), then to Eastern Gas & Fuel Associates (4-60), then to Lamberts Point Dock Co., then to Gifford-Hill & Co. (9/67). No. 0807, 0810-0811, 0815, 0818 were sold to GE, rebuilt, and resold to the Government of Trinidad, Ministry of Works and Transportation. No. 0808 was sold to Washburn Wire co., then to South Bend Sand & Gravel Co., renumbered 0808 (12/53); then sold to Becket County Sand & Gravel Co., renumbered 0808 (1968); then renumbered 9. No. 0809 was sold to Connecticut Co. (1958), then to East Hartford Freight co. (1963). No. 0813 was sold to New Haven Trap Rock Co., renumbered 5 (1/25/60), then renumbered 7355. No. 0814 was sold to General Dynamics, renumbered 16291 and named Patricia. No. 0816 was sold to Becker County Sand & Gravel Co., renumbered 3 (1st), then scrapped.

(12) 0900 was originally Alco demonstrator 600, then NYNH&H 0900.

(13) 0901-0905 were sold to the Bangor & Aroostook, renumbered 30-34, class K-1 (1952). Nos. 30, 34 were traded to GN-EMD for new BAR power (3/66). These units were scrapped: 31 (9/5/57), 32 (12/17/65), 33 (5/4/62).

(14) 0906-0909 were sold to National Metals Corp., then to Republic Steel Corp. Nos. 0907-0908 were renumbered 322-323 (but not necessarily in that order) (7/53). No. 0906 was renumbered 324 (12/53). No. 0909 was renumbered 316 (1953). No. 322 scrapped (11/59). No. 323 scrapped (1/67). No. 324 scrapped (11/67). No. 316 renumbered 567 (1st) (1957), retired (9/62), and scrapped by Heckett Engineering (10/62). No. 0910 sold to Atlantic Coal, not renumbered; then to Kennebec Wharf & Coal and scrapped (c. 1969).

(15) 3000-3001 sold to James F. Jones Sr., then sold by the C&S Bank to Equipment co., Inc. and scrapped. ●

"Thanks for the Java, Debbie."

Deborah Huffman, who runs the Loose Caboose Coffee Shop, parked near the Durango, Colo., station of the Silverton narrow-gage line, has just served engineer Larry Shawcroft (left), a fulltime railroader, and fireman Tom James, who teaches a legal course at Durango High School and works on the Denver & Rio Grande Western in the summer. The date is August 15, 1977, and the weather partly cloudy in this locale in southwestern Colorado. It was a very good year for the Silverton run.

Unposed photo by Andrew Wittenborn, 152 Mountain Rd., Pleasantville, N.Y. 10570.

IN SEARCH OF STEAM

Mike Eagleson

Crab Orchard & Egyptian R.R. 2-4-2 No. 5 moving freight on interchange at Marion, Ill., on Oct. 23, '77. Hugh Crane, road's prexy, is engineer.

Jerry Mart, 2819 Lindsey Drive, Hopkinsville, Ky. 42240

CRAB ORCHARD & EGYPTIAN, tourist line at Marion, Ill., is also now running regular freight service with its 2-4-2, a former tank engine, of which Hugh W. Crane, president, is proud. The line used to be part of the Missouri Pacific, and before, C&EI connecting with the Illinois Central Gulf. However, ICG announced plans to abandon its tracks linking the steam road with the outside world. The CO&E has applied for permission to acquire part of this trackage for steam freight and passenger trains. At present, the freight is allowed to operate only temporarily.

The little road is rebuilding ex-Roberval & Saguenay 2-8-0 No. 17 for extended freight service with a shipping contract it hopes to get for southern Illinois coal. If all this goes through, the Crab Orchard & Egyptian will become not only a major steam attraction but also one of the very few steam freight services on the continent. With all due respect to the 2-4-2, that hefty 2-8-0 would make a great road engine for heavy freight and hopper cars. This is a line to watch.

BAD NEWS. My November column had a report about ex-AT&SF 4-8-4 No. 2912 at Pueblo being donated to a group for rebuilding to active service. Now Kurt Stecco, 11 Loch Lomond, Pueblo, Colo. 81001, tells me that shortly after this news was released, the townsfolk resented the idea of losing their Northern (as if people even know what a *Northern* is!) and the town was forced to "deny the donation." This is frustrating, because there had been a chance to get a genuine Santa Fe 4-8-4 under steam again. Donations pouring in had to be returned.

If the City of Portland, Ore., had acted that way two years ago, a lot of us would have gone to our graves never having seen a Southern Pacific *Daylight* in steam.

I've heard several stories such as this where rusting steam classics such as Illinois Central 4-8-2's, Frisco 4-8-2's, and Cotton Belt 4-8-4's had a chance to leave their parks and get onto the high iron again for rebuilding, but the yokels got up in arms at the thought of "temporarily" losing their crumbling monuments. Even the offer of a similar replacement engine wouldn't appease them.

No amount of persuading could convince them that a live 4-8-2, or whatever, is better than a deteriorating one being vandalized by their own dear children. This is pure ignorance personified. Some cities have been forced to move—or even scrap—courthouse lawn displays to make way for parking lots and highways. Their budgets didn't provide one cent for upkeep and painting of their free gift, yet the same people scream to the local press against a responsible group of hard-working railfans and tour operators who want to rebuild the rusting hulk into a billowing giant with 275 pounds on the gage.

The town that owns the engine could be her home base, with scores of trips operated out of it. This would delight local inhabitants and enrich the local merchants' coffers as tourists visit the city for fantrips. But no; they don't think of that. They only want their steam engine to throw rocks at. A replacement display would serve that purpose just as well. This is a difficult problem for future steam operators, and most townsfolk aren't making it any easier.

MORRIS COUNTY CENTRAL'S annual Snowflake Special will run Feb. 11 from Newfoundland, N.J. The steam-powered train will leave for Beaver Lake over former New York, Susquehanna & Western trackage at 12:30 p.m. and traverse dense winter woodlands over the highest point in the state reached by rail. Photo run-bys are scheduled. Tickets, $5 from MCC, Box 179, Newfoundland, N.J. 07435. (SSE please)

A RESTORABLE 42-inch-gage steam locomotive is wanted for purchase by L.S. Paikin, of S.G. Paikin & Co., 186 Ferguson Ave. North, P.O. Box 266, Hamilton, Ont.

COMMENTING on my Southern cab ride on the deckplate of ex-Texas & Pacific 2-10-4 No. 610, Warren A. Johnson, 309 Forest Rd., Davenport, Iowa 52803, writes: "You said the engine pounded and vibrated noticeably harder at 52 mph. Apparently this was characteristic of these engines, due to design of the drivers. This identical problem was met and solved by the now defunct Chicago Great Western in the 1930s. The CGW installed disc-center drivers and lighter weight rods on the 36 Texas type engines it purchased in 1930."

AFTER YEARS of negotiations, The Steam Locomotive 39 Fund Committee, Box 39 Bridgehampton, N.Y. 11932, has finally signed a partnership-lease contract with Mainline Steam Foundation. Those presiding were Ron Ziel, president, and Joe Ratti, chairman, both of the 39 Fund; and Jack Emerick, president, and Larry L. Cohen, executive vice president, both of Mainline. The contract was signed last Oct. 8 at the pilot of Long Island Rail Road 4-6-0 No. 39. Mainline, in conjunction with 39 Fund, will rebuild the Ten-wheeler and use her in excursion service. Now the

Strasburg Rail Road's ex-Pennsy 4-4-0 No. 1223 and ex-Canadian National Mogul 89 doublehead from Leaman Place, Pa., after picking up Washington, D.C.-NRHS from GG-1 4935 last fall.

Photograph by Michael A. Eagleson

serious fund-raising may begin.

In 1975, after displaying No. 39 for over two decades, trustees of The Museum, Stony Brook, Long Island, wishing to see the 4-6-0 operate rather than remain a dead static display on their property, gave the locomotive to the non-profit group. The 39 Fund was organized for the sole purpose of restoring No. 39 to active service of cultural, educational, and historical interest for all Americans.

Once operable, No. 39 will be available to pull excursion trains on and off Long Island, educational trips for school children, local celebrations fund-raising, tourism, and movie and TV work. She is the only modern Pennsy steamer not tied up in governmental red tape but immediately available for high-speed mainline service. She is in fine condition and underwent a hydrostatic test last spring.

When operating on the LIRR she will be lettered as such. When running on the old Pennsy she may be relettered *Pennsylvania*. Although I am a locomotive owner myself, I have personally contributed financially to support this one. Let's get a mainline Pennsy steamer back in service!

SPEAKING of the Pennsy, a fantrip from Washington, D.C., pulled by 5-stripe GG-1 No. 4935 unloaded fans at Leaman Place, Pa., to ride the Strasburg Rail Road last Oct. 30. Over 1500 fans at trackside saw Pennsy 4-4-0 No. 1223 side by side with the authentically lettered electric. Behind the D-16 steamer was ex-Canadian National 2-6-0 No. 89 and next to all three was ex-Great Western 2-10-0 No. 90

The whole setup lasted only a few minutes, however, since the mainline had to be quickly cleared for other traffic. Fans pushed and shoved to photograph a rare scene. It was an historic moment: three live steamers and a 5-stripe GG-1 in Pennsy livery on what used to be PRR mainline. After the excursionists had boarded the steam doubleheader, the train stomped uphill toward Strasburg, pausing long enough, however, for a photo run.

I ASKED (in Nov. issue) if anyone knows the whereabouts of ex-Hampton & Branchville 4-6-0 No. 32, which was stored at York, Pa., in the early 1960's. Larry Altoff, 24 E. Myrtle St., Littlestown, Pa., 17340 says she was purchased by Dick Jensen of Chicago and went west a decade ago. But where is she today and what plans does Dick have for her?

AFTER 52 years in a watery grave, "Dinkey" has another home and new look. Dinkey is a small, narrow-gage steam engine built around 1890 by the H.K. Porter Co. of Pittsburgh, Pa. She was resurrected from the Alexander Reservoir near Soda Springs, Idaho, refurbished by Union Pacific and placed in a park next to City Hall in Soda Springs.

Dedication ceremonies were there, with Howard Burnett, vice president-executive department, representing UP. With rust and mud all gone, deteriorated parts replaced, and a fresh coat of paint applied, she is now on display for all to see.

EX-BUFFALO CREEK & GAULEY 2-8-0 No. 13 was bought by Bob Spaugh of Elkhart, Ind. According to the Blackhawk Railway Historical Society's *Spike and Tie,* Bob owns a railroad-theme restaurant and wants to swap the Consolidation with a Dallas, Texas, group for ex-New York Central 4-8-2 class L-3a No. 3001, masquerading as Texas & Pacific No. 909. If Bob makes the swap and can restore the Mohawk for fantrips, he will have a steamer that people would figuratively come out of their graves to ride behind. No mainline steamer from the Central is currently running anywhere.

FORMER NICKEL PLATE 2-8-4 No. 755 at Conneaut, Ohio, has been repainted and properly lettered by the Conneaut chapter of NRHS. The club displays the Berk beside the town depot, which has been turned into a railroad museum.

NEW HAMPSHIRE'S Conway Scenic has successfully reassembled its ex-Reader 2-6-2 No. 108, formerly from the Angelina & Neches River. The engine's original headlight, bell, builder's plate and number plates plus other hardware were stolen while the Prairie was being transported from Reader, Ark., to New England. Despite repeated pleas for return of the parts on a no questions

Built in 1920 at Alco-Brooks plant in Richmond, Va., this Mike was the last of Aberdeen & Rockfish's seven steamers. She ran in regular service until 1947, then was restored in the Aberdeen, N.C., shops for use on special occasions. She's now the property of Valley R.R., Essex, Conn.

William C. Mueller, 7218 Ryan St., Fayetteville, N.C. 28304

asked basis, none were returned—as you might have expected. I congratulated Conway Scenic for a tasteful restoration job. She joins ex-Canadian National 0-6-0 No. 7470 in excursion service. If a doubleheader is ever planned, I'd like to cover it for *Railroad Magazine*.

ROMANIAN NATIONAL RYS. has donated a 760-mm.-gage 0-6-2T No. 355-104 to the Omaha City zoo. Last used in 1969, the tanker was built in Austria in 1890. I hope some Omaha fan will eventually send me a photo of this old girl in service at the local menagerie. In fact, we are curious to know under what circumstances she was donated to her present home.

Steam Publications

LOCOMOTIVE QUARTERLY, 80 pages, 11x8½", soft cover, color on covers and some inside pages, photos, other illustrations, Metaphor, Inc., P.O. Box 288, Homewood, Ill. 60430; $20 per year (4 issues).

I've just received the 3rd and 4th issues of this steam publication. The high-quality printing and photo selection represented in the first two issues has been maintained. Vol. 1, No. 3, features an in-depth look at steam on the Rutland and Sam Vauclain's compounds. The skilled variety of locomotive portraits from the camera of Charles T. Felstead is, in itself, well worth the cost of the issue. We see Western Maryland 2-10-0's in stills and action shots which are pleasing.

Issue No. 4 highlights the long-neglected Kansas City Southern, also Missouri Pacific 4-8-2's, and dramatic steam at Raton Pass. The roving camera sampling by George Votava features steam of the New York Central, Pennsy, etc. This series is a must for serious steam lovers. It is not a production put together for a fast buck.

CHICAGO GREAT WESTERN, 2-8-0 Consolidation Type, by Henry Brown, 9¼x6", soft cover, spiral bound, 80 pages, photos, plans, rosters, from the author at 219 20th St., N.W., Minot, N.D. 58708, $4.95.

The first of a CGW series, the 2-8-0, is looked at in depth. Mostly roster shots with strong captions and a few action views follow a well researched history of the class. A neat presentation on a long overdue railroad. For better photo reproduction, I would prefer the choice of a paper stock to be white, rather than buff. I'm eagerly awaiting the rest of the series.

CATALOG OF OTTO C. PERRY PHOTOS, Vol. I., 8½x11", 18 photos, 424 pages, 11,511 entries, Western History Department, Denver Public Library, 1357 Broadway, Denver, Colo. 80203; $7.50 ppd.

A complete listing of 11,511 negatives taken by the dean of Colorado photographers, the late Otto Perry. Vol. I lists those from Alabama & Western through the Duluth Winnipeg & Pacific. The library desires to make these pictures available for railfans and historians to buy.

CONTINUE SENDING steam news to Mike Eagleson, 37 Edgemere Avenue, Mt. Artlington, N.J. 07856.

Restored former Pennsy GG-1 No. 4935 on fantrip, meets Strasburg train at Leaman Place for steam ride to Strasburg, Pa. At far left is 2-10-0 No. 90 and center, under brilliant skies last October, ex-Pennsy No. 1223.

Photograph by Mike Eagleson

PHOTOGRAPHS OF THE MONTH

When ex-Reading T-1 4-8-4 No. 2101 paraded into Walbridge, Ohio, last July second, wearing the bright hues of the Chessie System Steam Special, many local damsels turned out to see their knight in armour helping to celebrate Baltimore & Ohio's 150th birthday.

John Uckley, 1643 S. Custer Rd., Monroe, Mich. 48161

About 1907 at Gulf Summit, Pa., on the Erie showing one of the 0-8-8-0 pushers.

New Jersey Industrial Photographers, P.O. Box 64, Carlstadt, N.J. 07072

Michael Wilkie, 595 Leaside Ave., Victoria, B.C., Canada V8Z 2K9

Canadian National hotshot No. 218, with units 5187, 5107, and 5080 hauling 82-car consist, passes eastbound below burned and derailed cars containing phosphate rock on 812-foot long CN bridge 103.7, Ashcroft subdivision. Train is detouring via Canadian Pacific's Thompson subdivision and is seen at mile 101.0, having just crossed the Fraser River on the CP on September 7, 1977.

Caboose Hops

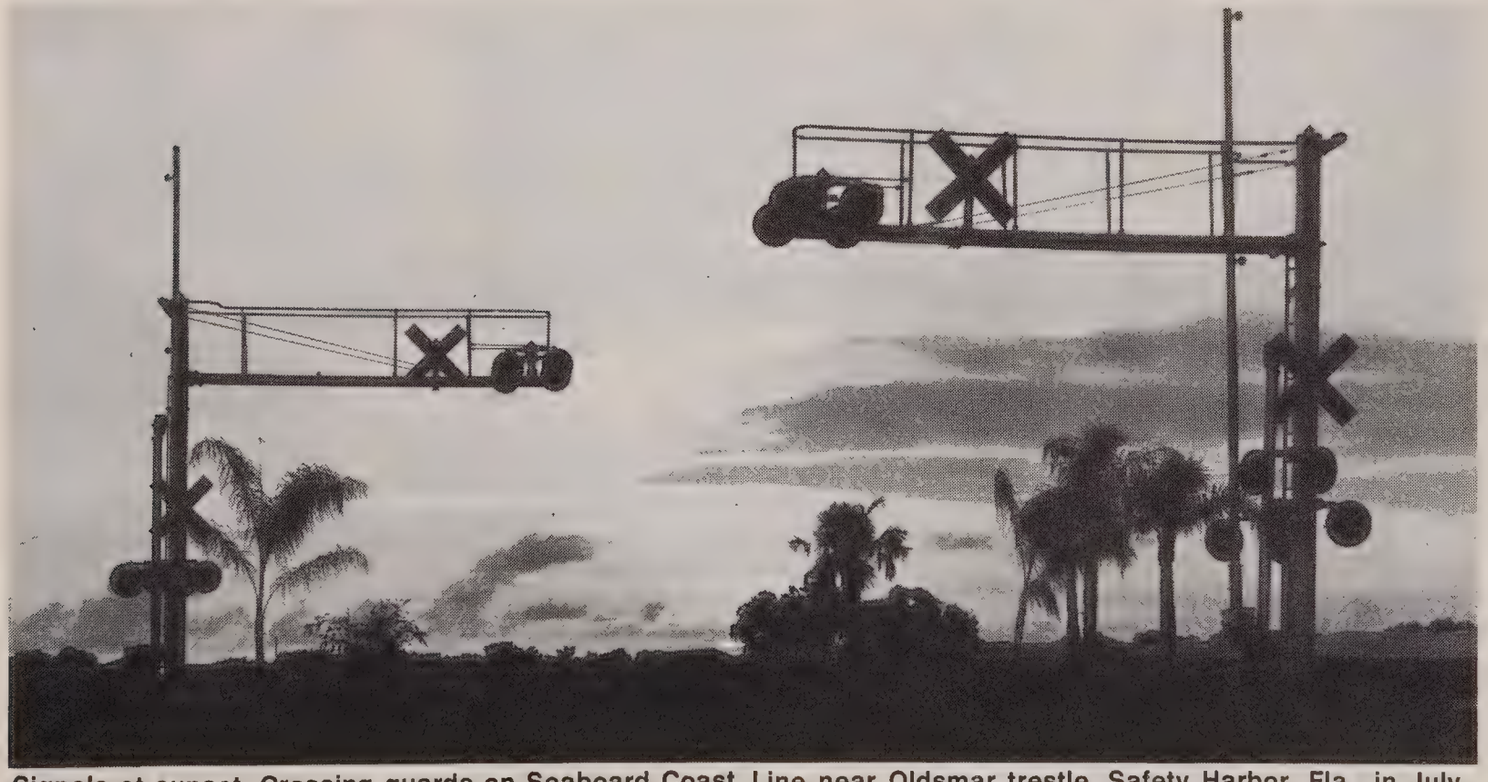
Photograph by John Uckley

A "caboose hop" in case you don't know, is a run with only a locomotive and a crummy. (Above) After dropping off several cars at Blissfield, Mich., March 17, 1977, a Conrail SW-1200 and an ex-Penn Central hack trundle slowly past an old, abandoned farm at Grosvenor, on way back to Adrian yard. (Below) Reading 2766 on a "caboose hop" at Collegeville, Pa., March 1, 1975.

Richard N. Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111

Close call. The crew of a Southern Railway train escaped injury October 2, 1977 when storm-weakened bridge at Bristol, Tenn., collapsed as train crossed. Engine made it safely across.

John Beach (Herald Courier), 320 Morrison Blvd., Bristol, Va. 24201



Signals at sunset. Crossing guards on Seaboard Coast Line near Oldsmar trestle, Safety Harbor, Fla., in July, 1977.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

California State Railroad Museum

(Right) Exterior view of Central Pacific Railroad passenger station, about 1876, Old Sacramento, Calif. Within its arcaded train-shed are three tracks on which a number of antique railroad cars and locomotives are on display.

(Below) Inside the reconstructed depot are two locomotives, one of which, ex-Virginia & Truckee 12, *Genoa,* painted as CP loco No. 60, *Jupiter*, is owned by Pacific Coast Chapter, Railway & Locomotive Historical Society.

(Above) Inside view of authentically restored waiting room. Behind the ticket windows are the superintendent's, telegrapher's, and the ticket agent's offices. A women's waiting room, baggage room, and restaurant also are shown.

(Right) Drawing room of the private railroad car *Gold Coast*, built in about 1900 in Savannah, Ga. In 1948 historian-author Lucius Beebe and Charles Clegg, purchased it and completely renovated it in Victorian decor.

STEVE MAGUIRE'S

TRANSIT TOPICS

EXIT the last international trolley line on our hemisphere! The between El Paso, Texas, and Juarez, Mexico, inactive for 4 years, is dismantled. Ray Salazar, mayor of El Paso, sent a crew into Juarez last October to remove the trolley posts and wire, reports Allen Heyl, P.O. Box 1052, Evergreen, Colo. 80439.

A labor problem originally halted the service when El Paso City Lines was running it. More recently, the Mexican Government balked efforts to reopen it, claiming that Juarez citizens did not want the trolleys back because they drained business from Juarez. The line's convenience was causing many Mexicans to cross the border for shopping in El Paso. Mayor Salazar had promised to follow the wishes of business men in the latest election; and when he was told that they did not want the streetcars back, he ordered city employes to remove the wires and poles. Maybe some reader will tell us what will happen to the 16 PCC cars, built 40 years ago but with new motors installed just before service ended.

CHICAGO TRANSIT AUTHORITY tells us that George Krambles, a long-time rail enthusiast and one of the Central Electric Railfans Assn. founders, has had his title changed from general manager to executive director to conform with current practices in industry. He is CTA's top administrative officer.

Extension of some CTA routes in recent years is having an adverse effect on nearby passenger-carrying railroad lines, according to news reports sent to us by L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603. For example, Chicago & North Western officials say that they have lost one million riders a year since CTA's paralleling Milwaukee Avenue rapid transit line was extended to Jefferson Park in the median strip of Kennedy Expressway in 1970.

A further extension to O'Hare Airport—presently in progress—could cost C&NW as many as 14 million riders a year. It could also force the Chicago Regional Transit Authority to subsidize two competing forms of transportation that parallel each other, in some places only 100 feet apart.

Illinois Central Gulf executives say the CTA's Dan Ryan line has cut heavily into their ridership since it opened in 1969. Riders boarding northbound ICG trains between 75th and 111th streets dropped by 30 percent in the first year after the CTA line opened and now are down 83 percent from 1969 levels.

The Rock Island, which also serves Chicago's South Side, has had a large loss of riders since 1969, but for different reasons. The Rock Island, now in bankruptcy court, allowed its service and facilities to deteriorate to such a point that riders were driven away. The Regional Authority plans to spend an estimated $60 million—more than for any other railroad—to upgrade Rock Island service by buying new bilevel cars and locomotives, and improving track and stations.

Burlington Northern commuter service to the west suburbs is not as much of a problem, although RTA officials are buying more bi-level cars for that line to relieve overcrowding. Burlington ridership has increased by 2.86 million since 1969, and is probably in the best physical shape of any commuter railroad.

THE ILLINOIS TERMINAL'S old bridge over the Mackinaw River at Mackinaw Jct. collapsed under the weight of several grain hopper cars. Seven of them fell into the river, while the lead diesel engines crossed safely. The old span was erected around 1907 when the then Illinois Traction line was building northwest from Springfield and Bloomington to Peoria. It served the big traction system interurbans and freight trains until dieselization 20 years ago. According to *Spike & Tie*, monthly publication of the Blackhawk Chapter, NRHS (P.O. Box 903, Joliet, Ill. 60431), traffic over the line using the bridge has been rerouted on Illinois Central Gulf trackage.

A NEW light rail line will be built from the Toronto Transit subway line station at Eglinton Avenue and Kennedy Road in Toronto for 4.35 miles to Scarsborough town center. The Ontario Municipal Board has authorized $108 million for completion of such a line that had been under construction since 1972. It will be served by two-car trains to stop at seven stations. The cars will be built by Canada's Urban Transportation Development Corp. and be in operation by 1982.

A SAD ANNOUNCEMENT from John H. Keller, 721 Woodward Ave., Lima, Ohio 45805 tells us that the final reunion of former employes of the Ohio Electric Railway (later the Cincinnati & Lake Erie) was held at the Fairgrounds in Urbana, Ohio, last September 11th. These reunions had been held there annually since 1938 (except in 1943 and '44) and at times as many as 500 persons attended.

At the final reunion were only three former employes and their wives, one veteran Western Ohio Ry. man, one from the Dayton & Troy, and several widows of former OE employes. As a farewell gesture, the group's records were presented to the Allen County Historical Society, 620 W. Market St., Lima.

ORANGE EMPIRE Railway Museum last Oct. 1 celebrated a quarter-mile extension of its mainline northward toward downtown Perris, Calif. Former Key System locomotive 653 made the official first trip. Last month we mentioned that city officials at East Haven, Conn., where Branford Trolley Museum is located, were interested in the local museum extending its line to the city green. We wonder if in time Perris officials will have the same desire to see the OERM running trolleys into its city.

MORE THAN $110 million goes to Massachusetts Bay Transportation Authority for major rail projects in the Boston area through 80 percent grants of Federal funds by Urban Transportation Authority. One project will extend the Red Line northwest from Cambridge, including some deep-bore tunneling toward Harvard Square and at Davis Square in Somerville.

The grant also gives additional funds to extend the South Shore Line from Quincy Center to Braintree, now already being done. Over $6 million will be used to rebuild 50 PCC cars. It will focus primarily on the car interior and cab, trucks, electrical auxiliaries, and wiring and propulsion systems. From this latter item, it appears there will be continuing delays in delivering LRV cars at Boston. Existing problems have not yet been fully solved.

Our statement of last November that the first application of light rail to serve a subway line may take place soon in Rio de Janeiro is challenged by Stephen Dunham, 282 Newbury

St., #21, Boston, Mass. 02116. He writes that this may be the first in the southern hemisphere but that Boston has had such service for years. He means the Ashmont-Mattapan 2½-mile high-speed line connecting at Ashmont in Dorchester with the Ashmont-Harvard subway trains to downtown and to Cambridge.

WE WERE SURPRISED when Alfred C. Haynes, 2215 Walshire, Baltimore, Md. 21214, sent us a clipping from the *Anchorage* (Alaska) *Daily News* showing a map of future roads in the city containing a light rail transit line running generally north-south, apparently on existing city trackage. Alaska has never had a real streetcar line, although one trolley freight service operated passengers cars for empoloyes only many years ago. This was the Thane Perseverance Ry., an ore-hauling line that ran one passenger train daily.

WE REGRET the demise of one of Europe's most picturesque and interesting trolley companies, the Sintra-Atlantic, in Portugal, a six-mile line that used to run open cars in summers from the city of Sintra to the seashore resort of Praia das Macas. For many years it had been popular not only with railfans but also with other visitors, primarily because it used a fleet of single-trucked open motors cars and trailers.

From James Guilbeau, 6644 Louis XIV, New Orleans, La. 70124, we learn that the line, once privately owned by the Companhia Sintra-Atlantic, was nationalized by the Rodo Viara Natial and merged with the national bus transportation network. The new operators ended the service so they could pave the street on which it entered Sintra for a distance of only 700 feet. This effectively stopped operation, even though the rest of the six miles of track was on private right-of-way. The trolleys are now stored.

AFTER GREATER CLEVELAND Regional Transit Authority decided to order 48 new light rail vehicles from the lowest bidder (Breda Costruzioni Ferroviare of Italy), the second lowest bidder, Pullman Standard, took court action to block the order, claiming that customs duties of 11.5 percent were excluded from the low bid and also that the Italian firm did not meet equal opportunity job requirements. Pullman is completing a big order for 750 New York City subway cars with a work force now down from 1700 to 1200 persons. Since it has no new orders to keep production.

Portugal's Sintra-Atlantico No. 1 with open trailer swings around curve

Cleveland's RTA countered that under UMTA regulations it had to order new cars from the lowest bidder, Breda, which promised to provide them for the Shaker Division by 1980. It would be a disaster to have prolonged litigation hold up the orders. Because the court agreed with RTA, Pullman's efforts were defeated, thus allowing construction of the cars to proceed. The first car should be ready for tests in Cleveland by the middle of this year with the $30.9 million order completed in 1980. Al Kleinsmith of Cleveland, Ohio, and Steve Scalzo of Park Forest, Ill., sent us this news.

Nostalgia Specials

NEW YORK oldtimers remember those subway trains they used to ride up to grandma's in the Bronx or to the circus, when Madison Square Garden was still on 49th Street. The ones with the wicker seats and the bare light bulbs. Well, those cars are alive and well and running around New York Saturday and Sunday afternoons.

They are called the "Nostalgia Specials" and they leave from the 57th Street and 6th Avenue station of the IND every weekend. Here, passengers board either a 1927 BMT Triplex (the train that rode the Sea Beach line until sometime in the 1960s) or a 1915 BMT standard, or perhaps a 1930 IND.

With a toot of the whistle at exactly 1 p.m., the Nostalgia Special pulls out of the station and heads for Brooklyn. Running non-stop, the train pulls into the New York Transit Exhibit at the old Court Street subway station (at Boerum Place).

The station no longer is used for transit traffic; today, it is strictly a museum. Here, visitors can walk around, see films about the subways, and look at models of the old trolleys which once kept the people of New York dodging and gave a California baseball team a name.

Aside from the models and films, old subway maps, turnstiles, signal lights, a map of the subway system and other such items decorate the exhibit. You can buy books, T-shirts, rail spikes and other memorabilia.

After a one-hour stop, the train again gives a hoot and passengers board for a trip out to Rockaway Beach. Rushing non-stop through Brooklyn, Canarsie, and Howard Beach, the ride is both underground and elevated. It heads across Jamaica Bay, alongside Kennedy International Airport, through the Gateway National Park, and out into Rockaway.

The stretch across the bay is a double dip into the past. Here, wildlife runs open, free from man's influence. Past these birds and other creatures are old houses, standing on stilts to protect them from the tides. It's not a typical New York scene.

At Beach 116th Street, you again can get off and wander about; the train stays an hour and then heads back to Manhattan. On the return, a stop is made at Hoyt/Schermerhorn Streets for those wishing to transfer; the rest are brought back to 57th Street, arriving at 5 p.m. Cost? $3 for adults, $1.50 for children.

South Shore Problem

A LAST-DITCH FIGHT to save the South Shore Line included the introduction of a bill in Congress empowering the National Park Service to subsidize public transportation to national parks and recreation areas. The bill, if adopted, could provide a windfall to keep the South Shore running, because it serves the Indiana Dunes National Lakeshore, the only national park in which an operating railroad traverses its entire length.

This is the nation's last electric interurban and its owner, the Chessie System, is bent on abandoning all passenger service between Chicago and South Bend. Abandonment would make the Indiana Dunes accessible solely by the private automobile—the very problem that plagues nearly every national park in the country. The subsidy bill, already endorsed by the Senate Interior Committee, would reduce traffic congestion in parks and to improve public access.

Indiana authorities will aid the line with funds to keep its passenger service operating indefinitely. The Northern Indiana Commuter Transportation District agreed to join the Regional Transportation Agency of Illinois in providing $3.6 million for new equipment, track, and station improvements. ICTA had already allotted $1.9 million to make up operating costs.

Australia Heard From

OLD MELBOURNE streetcars may become a tourist attraction in the United States, says a spokesman for Melbourne Tramways Board. Negotiations are being conducted on the purchase of 15 of Melbourne's recently retired streetcars by Seattle authorities for use on the city's waterfront.

Ex-City of Dunedin car now runs at Ferrymead Railway Museum near Christchurch, New Zealand, as seen parked on a loop in December, 1975.

Photograph by William Morgan

Elsewhere in Australia, Sydney's tram service got off to a bad start when its first two horse-drawn cars arrived by ship from England on April 29, 1861, and were found to be badly damaged, according to a historical feature in the Sydney *Daily Mirror* sent to us by A. Mann, P.O. 3, Drummoyne, N.S.W. 2047, Australia.

The two cars—one named *Old England* and the other one *Young Australia*—were quickly repaired and were about to be tested when it was discovered that no seat had been provided for the driver. This was rectified. Then it was found that the rails sent with the cars didn't fit the width of the trams' wheels. That problem, too, was solved and in December Sydney's first tram ran from Redfern railway station to the Ordnance Stores at Circular Quay. But the horse-drawn trams seemed to be jinxed and were taken out of service at the end of 1886.

Following the horse-car experiment. Sydney's trams went through phases of steam and cable haulage until the system was electrified at the turn of the century.

Sydney's trams were at their peak in the mid 1930s and after that their numbers gradually declined as they were replaced by buses. The city's last tram, No. 1995, ran on the afternoon of February 25, 1961, from Elizabeth Street to La Perouse. More than 200 passengers squeezed aboard for the historic journey.

Many of them were armed with screwdrivers and chisels to obtain souvenirs and they virtually took the inside of the tram to pieces en route.

New Electric Publications

Ride a Mile and Smile the While: A History of the Phoenix Street Railway, 1887-1948, by Lawrence J. Fleming, 179 pages, 8½x11", hard covers, is available at $18.95 from Arizona Railway Publications, P.O. Box 15506, Phoenix, Ariz. 85060.

This is a beautiful publication on heavy, glossy paper with fine photographs, engravings, maps of all stages of the line, and many reproductions of news clippings, company correspondence, etc. Much of this was made possible by a rare fortunate incident that occurred when Carl A. Rawlings, last superintendent of the line under city ownership, happened to be in the state capital on city business and noticed familiar boxes of streetcar company records being load on a garbage truck. The city had given these to the State Department of Library and Archives, which, after a short time, decided they were not of historical value and ordered them destroyed.

As a result of the chance event, Rawlings took the records and stored them in his home. Their safe retention made it possible for Lawrence Fleming to produce a history with a wealth of details of the 61 years of horsecar and trolley service in Arizona's capital city. A complete roster also is included. It shows that a few of the cars were bought second-hand from New York, Los Angeles, and San Diego. A dozen pages give anecdotes and recollections of old employes and passengers. There are also interesting hand drawings by the author's son, Tim.

Mount Lowe, the Railway in the Clouds, by Charles Seims, 234 pages, 8½x11", hard covers, is published by Golden West Books to sell at $21.95. Also available from Railroad Magazine Book Service.

Here's another big handsome volume with many photos, maps and sketches. It covers a trolley route, including a funicular incline line at the middle, with a total of only 10 miles of trackage. The author was not even born when the line folded up in 1937, yet he has produced a fine story from its inception through the years to its end, hastened by the destruction by fire of the Alpine Tavern at the railway's uppermost terminal.

The Mount Lowe route, named after its builder, Professor Thaddeus S.C. Lowe, was a remarkable achievement. It ascended almost a mile along its route north from Pasadena into the San Gabriel Mountains. In its upper portion, narrow-gage trolleys skirted the mountain sides on occasional trestles built out almost "in thin air." The author covers the route's entire history and offers 425 illustrations on fine glossy paper that are up to the high caliber of Golden West publications.

SEND transit news to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719. ●

INFORMATION BOOTH

1. What is Amtrak's five-year plan?

This $4.5 billion five-year operating and improvement plan would provide new high-speed passenger train corridors and new equipment, including 150-mph trains for the Boston-New York-Washington line. It would develop more frequent and faster service in the Chicago-Detroit and Los Angeles-San Diego corridors. It calls for new routes, such as Kansas City-Denver (extension of the New York-Kansas City train); Pittsburgh-Cleveland; New York-Boston via New Haven, Hartford, and Springfield; Atlanta-New Orleans via Montgomery and Mobile, Ala.; Cincinnati-Columbus; and Grand Forks, N.D.-Winnipeg with connections to Chicago. Amtrak also proposed a revamping of 26,000-mile national network, trading off some poor routes for new and better ones after completing a survey by mid-1978.

It would buy 353 new coaches and 53 lightweight electric engines, upgrade the extra-fare Metroliners on the New York-Washington run and modernizing various stations. The plan allots $3.5 billion for operations and $1 billion for capital improvements. Amtrak sent the 177-page five-year plan document to President Carter and Congress, where approval of the funding requests would be needed. It is attracting critical scrutiny and some opposition in a Congress already balking at Amtrak's growing cost.

2. Info, please, on Southern Pacific's cab-ahead steam locomotives.

The first of these articulated Mallets (2-8-8-2) were received from Baldwin and set up at Sacramento, Calif., in April, 1902. Designed to operate smokebox-end ahead like any conventional engine, they were used in freight service over the Sierra Nevada Mts., which then had many snowsheds, about 40 miles of them, and some long tunnels. Despite smoke deflectors, the exhaust caused the crews so much discomfort that SP redesigned the engines to operate cab-ahead.

In Feb. and March, 1910, the company received 15 more of the cab-ahead 2-8-8-2 class Mallets, which pleased the crews because they gave a better view of the track and lessened the coal smoke in tunnels. By July, 1913, the SP had 47 cab-forwards. The first two had the smokebox-end ahead, and were later rebuilt to cab forwards. They were numbered 4000-4048. Eventually all were rebuilt from Mallet compound to simple, and renumbered then from 4200-4211 to 3900-3911. From 1928 through 1944, Baldwin supplied SP more 4-8-8-2 simple articulated engines, numbered 4100-4294. The Espee was not the first road to have cab-forwards but was the only one except for the narrow-gage North Pacific Coast's solitary 4-4-0 cab-forward in the 1890's.

As late as March 18, 1923, Grand Trunk Pacific Mogul No. 220 was still carrying name of short-lived western carrier in Calgary, Alta., yards.

Collection of Gorton T. H. Wilburt

3. Did trains ever run across the ice on the Susquehanna River? Tell me about the ferry Susquehanna.

During January and February, 1852, when the Philadelphia, Wilmington & Baltimore R.R. carferry *Susquehanna* was icebound, rail cars were transferred across that river on a track laid on the ice. The *Susquehanna*, placed in service in the summer of 1837, was one of the world's first trainferries. She remained in use until 1854 when she was replaced by the much larger *Maryland*, which plied between Perryville and Havre de Grace, Md., until the first timber bridge was built across the river at this point shortly before the Civil War ended.

4. When did Grand Trunk Pacific become part of the Canadian National?

On March 4, 1919, the Grand Trunk Pacific Ry., beset by financial woes, notified Canadian authorities that it would cease operations after March 10 of that year. To prevent hardship over abandonment, the Minister of Railways and Canals was appointed by Order-in-Council on March 17, 1919, to act as receiver for the company and provide for continued operation of its lines. In 1919 the Canadian National Ry. Co. was incorporated to manage the fast growing aggregation of government-controlled railway properties. By Order-in-Council on July 12, 1920, the GTP joined the new system.

5. I'll be retiring as an Illinois Central Gulf conductor this March and applying for my railroad retirement annuity. When do I sign up for direct deposit of these checks into my personal bank account?

The Railroad Retirement Board will send your first annuity check to your home or mailing address. Take it to your bank and get a direct deposit form. It will take the Board some time to process this form, so a few more monthly checks will be sent to your home before direct deposit begins.

6. Give specs on early Atlantic & East Carolina diesels.

How about seven of them? Nos. 6 and 7 (GE, 1942) had 400 hp, 44-ton model with B-B wheel arrangement, 2,000 lbs. tractive effort, and weighed 88,000 lbs. No. 9 (GM-EMD, 1947) had 600 hp, SW 1 model, B-B, 48,630 lbs. t.e., and weighed 194,520 lbs. Nos. 400 and 401 (GM-EMD, 1945) had 1350 hp, F2A model, B-B, 60-950 lbs. t.e., and weighed 243,800 lbs. No. 500 (Alco-GE, 1951) had 1000 hp, RS-1 model, B-B, 58,260 lbs. t.e., and weighed 233,040 lbs. No. 501 (GM-EMD, 1951), 1500 hp, GP7 model, B-B, 59,070 lbs. t.e., and weighed 236,280 lbs.

7. Please print the poem, "The Yard Lights of Home," by Ed. F. Noble.

The yard lights of home—they are looming just ahead
The switches and the targets, gleaming green and ruby red;
A mammoth jewel-studded sign of welcome to the crew—
Watch your step, you hardshell bozos, for the run is nearly through.

The yard lights of home are the handsomest I've seen,
The red a little redder and the green a deeper green
Than the lights at Valley Junction or the targets down the line;
Not along the whole division are there any lights so fine.

The yard lights of home! Hear the wheels in rolling rime:
"We are getting nearer, buddy, nearer, nearer all the time!"
They rumble on the culverts and they rattle through the frogs
And they roar across the high bridge like an avalanche of logs.

The yard lights of home—how they holler through the night:
"There's a supper and a bathtub in the house of your delight.
And a youngster and a woman waiting for you with a smack,
And a spell of solid comfort—till the callboy hails you back."

Portland & Rumford Falls *Buckfield* No. 3 found the going tough in a late 1890's Maine Winter.
Collection of Gorton T. H. Wilbur

8. Tell me about the Portland & Rumford Falls Railroad.

Chartered Oct. 8, 1890 to build from Rumford Jct. (Auburn) to Rumford, Maine, it was completed Aug. 23, 1897. Meanwhile on Nov. 23, 1896, it acquired the Portland & Oxford Central. Then on April 26, 1907, the Maine Central took over the Portland & Rumford Falls. The Rumford Falls & Rangely Lakes R.R. was chartered Aug. 20, 1894, to build from Rumford to Oquossoc. It was not finished until Aug. 28, 1902, and was leased to the Portland & Rumford Falls on April 4, 1907, coming into Maine Central a few weeks later, when the P&RF became part of the MEC. The P&RF never bought a locomotive direct from any of the many New England builders, but acquired three from the Rumford Falls & Buckfield R.R. and 16 from Maine Central, these being products of Manchester, Portland, Schenectady, and Baldwin Locomotive Works.

9. Does the Denver & Rio Grande Western still have regular Colorado passenger service through the black Canyon?

No. After more than 54 years of this service between Gunnison and Montrose, the D&RGW ended it Aug. 28, 1936. The first run of this great scenic trip was on Aug. 13, 1882. A good book to read about Gunnison and the Black Canyon on these long winter evenings is *Rio Grande Glory Days* by Gil Lathrop. See listing on page 59.

10. Where is Utah's Rathold Division?

I've never heard of one in that state. The only Rathole Division that comes to mind was on the Cincinnati, New Orleans & Texas Pacific (now Southern), which for many years ran through 13 tunnels between Cincinnati and Chattanooga. You can see where the term "rathole" comes in. In the 1960s, Southern built almost 25 miles of new track bypassing nine of the tunnels. Three other tunnels were bypassed through new bores and one was enlarged. On July 10, 1963, the first Southern Railway train inaugurated service over the new line.

11 .When did the Wabash receive its first road diesel?

In 1946, when EMD No. 1000 class D-20 was delivered to the Moberly Division and placed in passenger pool service, with the Union Pacific pulling the *City of St. Louis* and the *City of Kansas City* between Denver and St. Louis.

12. When did Canadian Pacific begin its Victoria, B.C.-Seattle, Wash., steamship service? How long did it last?

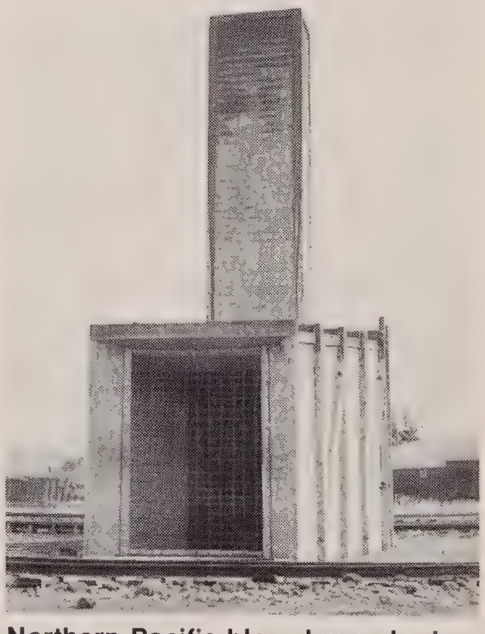
It began in 1904 with *S.S. Princess Beatrice* sailing on the 82-mile voyage. During the next 70 years, 15 CP ships made this trip, culminating with the *Princess Marguerite* making the last cruise under CP colors in Sept. 1974. The *Princess Marguerite* is now back on the old route under new ownership. Some of the other CP ships in this service were the *Princesses Louise, Elaine, Kathleen, Marguerite I, Charlotte, Victoria*, and *Patricia*.

13. Ever hear of a blow-down shed in the days of steam?

Sure have. This type in Northern Pacific terminals was used to remove solids from the water of locomotive boilers. The hoghead spotted his engine alongside a blow-shed and used the blow-off cock to force water out of the boiler, as well as any solids which had settled around it. Live steam blown into the shed struck the back and escaped up the chimney. The residue and some water drained down into a sewer. Sheds were used in populated areas to control the clouds of steam which, ejected with considerable force for quite a distance, could have harmed workers and bystanders, obscuring vision and damaging buildings and cars. In open country the engineer could blow out the boiler every 15 miles for 10 seconds, so blow-down sheds were not needed. Boilers were washed out thoroughly every 30 days. Northern Pacific installed these sheds about 1929.

14. Name the electric lines in Mexico at the end of World War 2.

The six electric lines operating there in 1945 were: Mexico Tramways Co., Mexico City; Ferrocarril Industrial de Puebla, Puebla; Cia. Elec. do Tampico,



Northern Pacific blow-down shed, or steam tunnel, at Billings, Mont.

Tampico; State of Veracruz, Veracruz; Guadalajara Ry., Guadalajara, and Transvias de Toluca, Toluca.

15. Who was August von Borries?

He was the pioneer in locomotive compounding. From 1875 to 1902 he was chief mechanical engineer of the Prussian State Railways. His first two-cylinder compound was built in 1880 and his first four-cylinder in 1899. Among his numerous innovations in German locomotives was the use of nickel-steel for boilers in 1891. From 1902 until his death four years later he was Professor of Transport and Machinery at the Berlin Technical school, where he wrote extensively on locomotive operation.

Running Extra

REGARDING PHOTO in Aug. '77 issue, train orders are copied with a stylus, not a pen such as shown in photo. Operator could not bear down hard enough on such a pen to make multiple copies. Also, it would tear the paper. I'm an agent-telegrapher on the Frisco Ry. Some 25 years ago, I collected employes timetables, corresponding and trading with J.P. VanderMass of Muscatine, Iowa. I've lost contact with him. Does any reader know his present address?—Eugene Wood, 104, Sunset Dr., Madill, Okla. 73446.

LETTER from Ed Colgan on *Federal Express* and steamer *Maryland* in June '77 issue was great stuff. I'll add a few comments on the burning of the *Maryland* on Dec. 7, 1888. The train involved was a Boston-Washington express on the New York & New England via Hartford, New Haven, and Harlem River, but news items of the day did not call it the *Federal Express*. That name may have been applied later. Ed says that while a new *Maryland* was being built a substitute route for the *Federal* was via New Haven, Danbury (NY&NE), Hopewell Jct., etc. According to a copy of the *Railroad Gazette*, "The New York & New England announces that in consequence of the loss of the transfer steamer *Maryland*, the Boston and Washington express train, beginning next Sunday (12-23-1888) will leave Boston at 6 p.m. and run over the NY&NE to Fishkill, where it will be transferred by boat to Newburgh, etc." This indicates a route via Hartford, Waterbury, and Danbury, but not via New Haven, but in the later *Federal Express* days of the New Haven R.R., they did route it via New Haven to Danbury.

I'm not familiar with the Boston-Washington day train via the Fishkill Landing route. The NY&NE timetable of Aug. 19, 1899, shows only one express train leaving Boston, 6 p.m., arriving Fishkill, 1:20 a.m., and leaving Fishkill, 12:20 a.m., arriving Boston, 8 a.m. By Sept. 1891, the NY&NE was struggling with the Wilson's Point-Oyster Bay ferry and Long Island R.R. connections, making a day train on April 15, 1892. Perhaps this is the one Ed refers to. Then, by Sept. 1892, the Long Island route was bandoned for a switch to the New York & Northern, the through passenger trains being started in Dec. 1892 and terminating the following spring.—Robert Adams, 4224 Hazeltine., Sherman Oaks, Calif. 91423. (*Ed. note:* Railfans are still waiting for your Central New England book to be published, Bob.)

I WANT INFO on Brooks Locomotive Works at Dunkirk, N.Y. When was its last steam loco built, date, for what railroad, and type of engine?—Cecil Church, 216 Rideau Terrace, Apt. 6, Ottawa, Ont., Canada K1M 0Z2.

ANYONE have details of three train wrecks on the New York Central somewhere in Ohio on March 27, 1953?—B.F. Alabastro, 108 First Ave., Frankfort, N.Y. 13340.

HAS A BOOKLET ever been published giving details about locomotive builders' dates, loco serial dates, which railroads acquired which engines and when? If someone had a specific locomotive builder's plate, could it to be traced back to its origin?—Scott Brodie, 123 Eufaula St., Gulf Breeze, Fla. 32564.

I'VE READ that cars of the *Orient Express* have gone to Tokyo to become part of a hotel? Which hotel?—Edward L. Byer, 909 West Wildwood Ave., Ft. Wayne, Ind. 46807.

I WANT current maps of U.S. railroads, especially those superposed on both political and topographical maps.—R.F. Gray, Box 201, RR1, River Rd., Washington Crossing, Pa. 18977.

I HAVE a Erie Lackawanna timetable in the 1969s showing a 24-hour clock. What other roads used such a clock? Does Amtrak or Conrail plan to adopt it?—P.W. Knight, 33 Tiger St., Sadliers Crossing, Ipswich, 4305, Queensland, Australia.

ANYONE HAVE a brief history of the Calif. Southern Ry.?—Donald E. Mote, 8546 Brunswick Ave., Riverside, Calif. 92504.

I'M writing a children's book and need information on the train schedule from New York City to Sheridan, Wyo., in early June, 1939. Did passengers change Pullmans in Chicago for the trip further West? When did such passengers leave the East, arrive at Chicago, cross rivers, and see the Rockies for the first time? A timetable of the period might help. I also want descriptions of car interiors of that era.—Otis Kidwell Burger, Taintor Mountain, Colebrook, Conn. 06021.

ONE OF MY major efforts for the Chesapeake & Ohio Historical Society is to get copies of erecting drawings of C&O locomotives for our files. To date, I haven't found any for the Class F-17 Pacifics. There was a short article in May '40 *Railroad* on building a model of one of them. Who can help me track down the mechanical drawings?—William R. Vivian, vice president, C&OHS, 36 Inglewood Drive, Hampton, Va. 23666.

I WANT sources of information on Cumberland Valley R.R. that ran between Harrisburg, Pa., and Winchester, Va.—Terence J. Maloney, 1235 Gunderson Ave., Berwyn, Ill. 60402.

WHO HAS history and other info on Long Island R.R.?—Steve Haddock, 215 E. 17th St., Huntington Station, N.Y. 11746.

HOW DID the Pennsy devise its steam locomotive numbering system?—Larry Mankins, 1013 Third St., Marietta, Ohio 45750.

WHO CAN tell me what happened to Reading T-1 No. 2124?—Earl Faust, 103 Mallard Pl., N. Cape May, N.J. 08204.

DURING World War II, 1240 troop sleepers and 400 troop kitchen cars were built. Later, many roads bought them for use as baggage cars, steam generator cars, bunk cars, and cabooses. Info of what railroads purchased them and what they became is needed by Don Dietrich, 9508 15th Ave. NE, Seattle, Wash. 98115.

I WAS SURPRISED to notice that some rolling stock built as far back as 1960, according to the building date on the car, was equipped with roller-bearings while units built as recently as 1967 and later still had the old type bearings. I thought the general trend was toward roller-bearings. Could it be that they are replacing the whole truck assemblies as the older type wears out?—A. Sweet, 35 Johnson St., Belleville, Ont. Canada K8N 4T4.

PORTABLE passenger-car steps were called stepping boxes. Trainmen used them at local and other stops where the station platform was at ground level, or nearly so. The boxes were carried in the vestibule of most passenger cars and placed on the

ground by the brakeman at each stop. Being tapered outward from the square top down, they were hard to carry, as the taper could hit your leg. Turning them sidewise didn't help, as the blasted things would hit the car steps. On the Pittsburgh & Lake Erie we had both wooden boxes with corner-reinforced plates and all-steel ones. The trainmen hated the all-steel boxes, especially the brakies on the locals, where they had to swing the heavy things up and down at each stop.—Ivan W. Sanders, retired P&LE railroader, 509 Second St., Brownsville, Pa. 15417.

THAT PICTURE of steam dummy in July '77 issue pulling three loaded cars surprised me. I didn't think they had that much power. How many miles could they travel without taking on coal and water? Did any run down the middle of city streets prior to the advent of trolley cars?—Ralph L. Johnson, 107 Tribou St., Brockton, Mass. 02401.

ANYONE tell me what became of the gilded open-air "tourist" trolleys that formerly ran in Montreal? I rode one some time ago and saw another one hauled south through my then-hometown of Burlington, Vt.—Richard H. Cowles, Box 95, Atascadero, Calif. 93422.

IN AUG. '77 issue someone asked about Chicago & North Western going left-handed because of English influence. I say no, citing *Handbook of American Railroads*, by Robert G. Lewis, and *C&NW Steam Power 1848-1956*, by C.T. Knudsen.—John P. Barker, Carolina Terrace Apt. 1C, North Augusta, S.C. 29841.

I WANT to buy *Ghost Railroads of Indiana*, by Elmer Griffith Selzer, now out of print.—Frank G. Fink, Box 871, 431 W. Humphrey, Lake Crystal, Minn. 56055.

THE 70-YEAR-OLD Santa Fe Aguila depot has been moved to McCormick Ranch Railroad Park. The Scottsdale Railroad and Mechanical Society bought the station for the city from the railroad for $624! Moving it cost $4,700. It will be used as a tourist attraction in the railroad park in McCormick Park.—Earl P. Hoyle, 10315 Willie Low Circle, Sun City, Ariz. 85351. (*Ed. note:* Thanks for map, clips, etc.)

BRIEF history of Pere Marquette Railroad wanted.—Thomas J. Healey, 13630 Chippewa Trail, Cleveland, Ohio 44130 ●

TRACKSIDE in the Diesel Age

With Jim Edmonston

SINCE IT IS POSSIBLE that this season will exceed last winter's severity, Conrail took steps toward immunizing its locos against freeze-ups. Its shops installed automatic radiator-draining devices and fuel pre-heaters in locomotives and replacing water-cooled air compressors with air-cooled models on some units. While working on this program, the shops also were able to maintain Conrail's ongoing program of locomotive heavy repairs. Such work, plus the purchase of 171 new units, places CR in a much better position this winter, with nearly half of its road power consisting of fully overhauled or new units.

WELCOME AND GOOD LUCK to another new shortline operating over former Conrail iron! The Lenawee County Railroad started last Oct. first with an ex-Baltimore & Ohio S-2 (Alco 1000-hp switcher) No. 1. She is the ex-Baltimore & Ohio 9058, leased from dealer George Silcott of Worthington, Ohio, and is painted standard Silcott flat black with silver-colored trucks. The road itself has lettered her in yellow.

The LC operates in Michigan between Adrian and Lenawee Junction over the state's oldest trackage—a right-of-way dating away back to the Erie & Kalamazoo in 1833. The primitive E&K became the Lake Shore & Michigan Southern, then New York Central, followed by Penn Central, and is now Conrail, which accepted the line reluctantly. John Reno of Adrian phoned me an invite to come up for the road's official opening, but I couldn't make it. We all hope the Lenawee County Railroad operates profitably its 8-plus miles of track.

JOHN W. RAPOZA, P.O. Box 472, Alta Loma, Calif. 91701, is an engineer on the Southern Pacific's Los Angeles Division, working the extra board out of Colton. He handles many helper jobs, mostly over Beaumont Hill but also a few trips over Cajon Pass. The latter run is from Colton to either Hiland or Palmdale. Helpers usually consist of three units, with SD-45's, U-330's, SD-40's, and sometimes SD-39's. Quite a bit of action over Cajon, as most fans know. SP's single track parallels the Santa Fe's double iron for about 25 miles, with Union Pacific operating over ATSF on trackage rights. Amtrak, too, comes through on ATSF.

SP's average freights run from 110 to 130 cars, or 7000 to 9000 tons. Some get up as high as 11,000 tons. Kaiser unit ore train is tops with over 13,000 tons. The ore train usually gets nine power units, mixed SD-45's and U33C's, split three on the point, three on the swing helper, and three on the rear. Originating at Ferrum, in the desert near the sun-baked Salton Sea, it runs 115 miles to the Kaiser mill at Fontana, with 28-foot ore gondolas. Beaumont Hill extends from Colton to Garnet, with a maximum grade of 2.12 percent. It is one of SP's major mountain districts, ranking behind the Roseville-Sparks line. In steam days, Beaumont Hill was the stamping ground of the AC-class 4-8-8-2 cab-forwards—"back-up Mallets," the crews called them. Many freights blasted over Beaumont with three of these monsters, one in front, one swing, and one at the rear. Other types used on the hill were 2-8-0's, Mikes, 2-10-2's, and 4-10-2's.

The Colton extra board also protects switch engines at West Colton Yard, local freights at Indio and El Centro, occasional freight runs to Yuma, Ariz., and very rarely the Amtrak *Sunset Limited* from Colton to Yuma. Engineer Rapoza caught the *Sunset* once, but knew it was a fluke; he has 22 years seniority while the regular man boasts over 41 years of "whiskers."

Los Angeles Division sees its share of off-line power; mostly EMD units, from roads such as Conrail, B&O, PC, EL, L&N, N&W, and Union Pacific. Eight Burlington Northern SD-40's are on lease right now testing remote-controlled "master-slave" combinations in helper service. SP also has some SD-40's equippped for radio-control. Remote helpers are in use on Colton-Bakersfield and Colton-El Paso trains. At West Colton Yard, a group of Alco C-630's (3100's) serve as trimmers, while three SD-38/slug/

SD38 sets work the hump. The slugs are cut-down FM H-24-66 Trainmasters from the old San Francisco commute pool. John saw two locos enroute to the Oregon, California & Eastern at Cottage Grove, Ore. These were ex-Seaboard Coast Line Baldwin AS-416 No. 707 (ex-Durham & Southern) and ex-SCL Baldwin S-12 No. 209. The SCL lettering and numbers were white-lined and a small "OC&E" was stencilled on the cab. These were seen at West Colton on the SP last November 6th.

THE SOUTHERN's fanciest locomotive these days is SW-9 No. 1733, painted green, with red and blue bands on the hood. She is ex-No. 1142, was Central of Georgia 309, and is now the *River Street Rambler*, lettered that way with a small Southern Railway logo on the far front side of the hood. She operates down River Street in a restored area of old Savannah, Ga.

No horn-blowing is allowed in this municipal area, yet the Southern must pull industrial cuts right through crowds of people. So, the *River Street Rambler* mounts two speakers up by her headlight and plays Dixieland music from a tape to announce her presence! Quite ingenious, eh? This has to be a first. The switch run must be operated in daytime, as the crowds after dark are terrific and the night traffic congestion would be impossible. So, *River Street Rambler* starts out about 11:30 a.m. and returns before the traffic gets bad.

Lots of tourists see this train, and I hope the normal "boxcar graffiti" goes unnoticed. Imagine sitting out at a lonely crossing on the Southern and a train approaches, but instead of a diesel horn you get an earsplitting rendition of *Hard-Hearted Hannah*! No. 1733 (the year when River Street was populated, by the way) also carries her regular horns, so if she's used anywhere except River Street this isn't likely to happen. But I'll bet the crew has fun.

NORFOLK & WESTERN plans to spend $182.8 million on capital items this year, nearly double the $92 million it budgeted for 1977. The 1978 plans include $57.2 million for roadway projects and $125.6 million to buy new equipment, principally locomotives and freight cars. Largest single 1978 item is the purchase of 50 new 3,000-hp, 6-axle diesel locos. Those ordered are SD40-2 units from EMD.

FIRST PUBLIC DISPLAY of the Regional Transportation Authority's new diesel locomotives began Oct. 1 on the boarding platform of Joliet, Ill., Union Station. These locos were the first new commuter rail equipment put in service by RTA as part of an order of 28 units for the Rock Island, Milwaukee Road, and Chicago & North Western. Painted in the bright RTA color scheme of blue, burnt orange, and brown, the 3,200-hp units were built by EMD in suburban McCook. RTA Board Chairman Milton Pikarsky presided over a brief christening ceremony of the two locomotives, named after the City of Joliet and Ernest S. Marsh, late RTA board member and a former chairman of the Santa Fe Railway.

BILL PLACK of Pittsburgh reported in our January issue that he spotted a Union RR locomotive painted entirely in white, and we commented that this wasn't very practical for a steel-mill road. It turns out that the unit is SW-1 No. 463, which was selected as a training unit. She's all white with a black frame and trucks.

Hood doors have been removed, exposing her prime mover. Her interior piping (lube oil, fuel oil, water, and air) is color-coded for easy identification. It's doubtful she'll ever again leave the Hall Shops area, making the white paint much less impractical. Union RR., by the way, cancelled its order for twelve EMD MP-15DC's, which might prolong the careers of the last four Baldwin-EMD DRS 6-6-1500 "Buffalos." These are Baldwin road switchers repowered by EMD, and are strange-looking beasts, with BLW cabs and EMD hoods.

THOSE TWO ex-Trona Ry. Baldwin center-cabs (DT-6-6-20's) that went to Peabody Coal Co. as their 50 and 51 (Trona numbers) were finally scrapped at Hyman-Michaels last September. Also junked were Peabody 1025 and 1026, two DRS-6-6-1500's formerly run by Kaiser Steel. This leaves the Minneapolis, Northfield and Southern as the sole owner of the DT-6-6-20.

Speaking of Baldwins, I was a guest of Doug Kruest of the Ohio Railway Museum at Worthington, Ohio, last November at their election banquet. Someone mentioned there that the ORM is looking for a representative diesel for their operation, something the public could identify as a diesel and yet be historic. Baldwins were discussed as the prime target. The ORM is a combination of steam (N&W 4-6-2, Marblecliff Quarries 0-4-0t) and traction (Columbia, Delaware & Marion No. 501, etc.) but needs a diesel. Know of any Baldwin power looking for a home?

CONRAIL NEWS finds a 100-car unit grain train derailed in Cuyahoga Heights, in the Cleveland area. One 100-ton PS4CD covered hopper landed upside down on East 49th Street, after tumbling off a deck girder bridge, derailing 21 cars of GR-4, no cause determined. Al Shade reports that the train was out of the Anderson elevator in Maumee, Ohio (near Toledo), heading for Conway and the east. It was derailed on the Conrail Belt Line.

Al writes that my seeing an A-B-A set of F units on TV-17 last summer was the result of low power at Buckeye Yard. He says F's are a regular assignment on this train between Collinwood and Buckeye (Columbus). The F's return to Collinwood on TV-18, the opposing schedule. However, when I spotted the train, the Collinwood power had run right through to Riverside.

Conrail is having more vandal problems. Some halfwits released brakes on 69 cars of coke waiting for delivery to Jones & Laughlin Steel last fall in the East 65th Street Yards at Cleveland. This area is called "the flats." The cars ran away and 22 of them jumped the track, two spilling into a street down a 17-foot embankment.

JOHN MROZEK, 1140 Locust Ave., Washington, Pa. 15301, visited B&O's Glenwood Yard last Oct. 29th and found Chessie System GP-40's and GP-40-2's, GP-9's, and Western Maryland F-7B No. 7146 in yellow and black. Stored were two Alco S-4's, the 9009 and 9011. A stranger in the yard was Norfolk & Western SD-40 No. 1587. John stopped by the N&W yard at Rook, Pa. (old Pittsburgh & West Virginia yard) and found GP-40's 1341, 1348, and 1370, and GP-38AC No. 4139, and GP-35 225, and Alco C-420 413 (N&W's first C-420), also Alco RS-11 (DL-701) No. 386.

For best identification of these locos, John, I suggest the *Second Diesel Spotter's Guide*. He asks about railfan groups in his area (Pittsburgh and Western Penna.). There are some in Pittsburgh, and there is a trolley museum at Arden, Pa., near Washington. Maybe some reader will

enlighten him further.

As for good locations for mainline action, the Pittsburgh area bounds with them. I always liked Larimer, Pa., and Irwin, Pa. (east of Pitcairn Yard) for PRR (now Conrail, of course), and B&O east of McKeesport, where the Pittsburgh & Lake Erie and B&O cross, and P&LE itself (with B&O trains running through on trackage rights) right on the platforms of the P&LE station. Also Conrail and B&O south of ETNA, and anything on either side of Conway Yard. However, most of this relates to 1954-'58, when I was in Pittsburgh. It could be different now.

JERRY ROSENFELD reports that National Locomotive Co. operated the Morristown & Erie Railroad between Essex Falls and Morristown, N.J., until last Dec. 31, when it was transferred to Conrail operation. National has been rebuilding locos at the old M&E Shops in Morristown. Locos seen at the shops 10/22 were M&E Alco S-2 No. 14 and RS-1 No. 15, rebuilt ex-N&W RS-36 No. 1800, ex-N&W 2871, No. 1802, another ex-N&W RS-36, ex-2869, N&W RS-11's 394 and 404, N&W RS-36 410, and East Jersey Railroad & Terminal GE 44-tonner No. 17.

On 10/28, a siding two miles north of the shops held more locos for rebuilding: Long Island C-420 No. 210, and Alco S-1 No. 1, which was unlettered but in a similar scheme to the D&H's old switcher scheme, with dark green body and yellow-striped ends; and U.S. Army Alco MRS-1's numbered 2098 and 10 (ex-2112). Also two more N&W RS-11's, numbered 402 and 404. Notice that all of the above power except the GE 44-tonner is Alco.

CONRAIL'S POWER MIX has pretty well shaken down to blue Conrail units, black CR repaints, old Penn Central blacks, CR overpaints of merged roads such as Reading and Lehigh Valley, and Precision Leasers. A single Chicago & North Western GP-30 was seen in the New Jersey area and two more in Collinwood on November 13th.

I expect much more power to be laid up, with minority units, leasers, and "borrowed time" models biting the dust during the coal strike. In my area, the hardest roads hit will be C&O, B&O, N&W, and Conrail. The C&O had already laid off 700 car builders at Raceland Shops in Kentucky.

Ontario Northland 1981, *Northlander* TEE-1 train-set, powered by a 2000-hp Werkspoor-Brown Boveri unit, leaves Toronto in June, 1977, on a new assignment in northern Ontario. It was built in 1960 for fast European runs.

Photograph by Paul Fenerico

Ontario Northland

THIS MONTH'S featured locomotive is really a train-set, with power car, coach (42-seat), diner, and six-person compartment car (9 compartments). These train-sets are at work on a very scenic and somewhat obscure railroad, the Ontario Northland out of Toronto. They link northern Ontario through Timmins and North Bay, better than 200 miles from Toronto.

These are TEE-1 train-sets, (Trans-European Express) purchased from the Swiss National Railways by the Ontario Government and leased to ONR for five years. There are four sets, with the first two coming last May and the other two in the fall. The train-sets were originally purchased in a joint deal by the Swiss National and the Netherlands Rys. in 1960, making them 17 years old on the Ontario Northland.

The sets were built by a two-firm alliance with Werkspoor (Netherlands) building the mechanical equipment (prime mover, etc.) and carbodies, and Swiss Brown-Boveri the electrical gear. Ontario Northland is running Netherlands (Class DE) 1001-1003 and Swiss National (SBB) Class RAm TEE 1 No. 502. Five sets were built on this order.

Werkspoor applied the builder's plates, ONR's are B/N No. 1055-1057 and 1059. The Werkspoor 1058 set is not included in the deal. Its disposition is unknown to me. These sets last saw service between Zurich-Amsterdam and Zurich-Munich on the Trans-European Express runs. Seating capacity of each trainset is 114. The sets are each 4 cars, and length of each being 79 feet, 6 inches, with the power at 122 tons. Power is Werkspoor-Ultrecht, 2000 hp. Wheel arrangement is unusual (in North America): 1AA-AA1, or two six-wheel trucks, each having two powered axles and a leading/trailing axle.

The set's rear car carries a full cab with controls but no power, and is the compartment car. Side windows, no air intakes in the roof, four-wheel non-powered trucks identify the car as a "control cab only." In Europe, these trains were operated as push-pulls, with no turning, but Ontario Northland always runs them with power car forward.

No question about the foreign look of these trains. The power car has the general outlines of the British Deltics, a large barn-like carbody with sloping roof-line and skirting that covers the fuel tanks. Twelve sets of air intake louvres (vertical grillwork) are set in the sloping top sides of the roof. Seven small portholes in a 2-2-2-1 spacing are set over four horizontal-bar grills in the sides.

Cab access is by side door, as on an "F" unit, with a tall, oval door opening on either side, right above the front truck. Another squared-off door is set above the rear truck. The cab itself harks back to the old Union Pacific M-10000 Pullman "Earthworm" of the thirties; a round nose capped with a five-section windshield set back in the roofline at the top. From the cab, the sensation must be that of driving an enormous Volkswagen.

A small high-intensity headlight is centered in the nose, and two other

larger lights project from the "fenders," automotive style. All three lights are on in service, giving the familiar European triangle effect seen in some James Bond movies. EMD-style numberboards and a three-lens classification light set directly above them remind one of the late E units. A rudimentary underslung pilot and European-style coupler (connections and hoses covered with an oval sheet-metal buffer) complete the strange look of these locos.

Ontario Northland has mounted covered bells and air-horns on the cab roofs. When delivered, the sets were numbered 1900 and 1901 but were changed to 1980 and 1981 to avoid conflicts with Canadian National GMD-1 numbers.

I assume that the last two sets are 1982 and 1983. The trains carry the name *Northlander* and are dark blue top and nose, light blue sides, and a yellow bottom panel which sweeps up atop the cab of the locomotive and control cab. This is similar to the new VIA colors. The new trains made their inaugural run last May 28th.

According to Paul Federico, 26 Carluke Crescent, Suite 312, Willowdale, Ont., Canada, the trains have air-conditioning, PA system, panoramic windows, weatherproof seals between cars, and serve very tasty omelets. The trains are a very unexpected try for true passenger comfort from a road that relatively few people are familiar with. Certainly, the trains offer no problems for diesel spotters, because there is nothing else like them on the continent. To see these, you must be on the Ontario Northland between Toronto and Timmins. This first winter (1977-'78) should prove a good test of the stamina of the locomotives. Let's hope the trains continue to make good!

Cleburne Loco Shop

A FACELIFT is not the unique province of milady, reports the *Santa Fe Magazine*. At the ATSF"s Cleburne Shop in Texas, older diesel units regularly are going in and coming out with a brand new face and body. Here on the southwestern perimeter of the Dallas-Fort Worth Metroplex, Santa Fe is taking its 20- to 30-year-old 200 class F-7 units, venerable veterans of the road, and transforming them into sleek, sparkling, and versatile dual-purpose CF-7's for road and switching service.

The increased visibility with functionally designed window space gives the engineer flexibility to run in a switching yard with all the back and forth movement of switching cars, as well as humming along the mainline.

The Cleburne Shop's Locomotive Department performs routine maintenance and repairs on a fleet of some 475 Santa Fe engine units in addition to Amtrak units that power the *Inter-American* between St. Louis and Laredo. Last year the Car Department repaired about 6,000 freight cars and upgraded some others.

But the center of attention in the railroad industry and among railfans is the big conversion program now seven years old. And 1977 was the banner year for producing CF-7's. In a smaller project, Santa Fe is lowering the nose of GP-7's to make GP-7 "low profile" units, also providing the engineer with greater visibility.

Reason for the conversion is economics. Santa Fe can make the conversion for about 40 percent of the cost of new units of comparable 1,500 hp. The company put 44 units through the F-7 conversion program in 1977. Two hundred units have been changed over since the first one, No. 2649, was officially unveiled at Dallas on March 13, 1970.

Larry Cena, Santa Fe vice president-operations, Chicago, and a Mechanical Department team originated the idea. This massive conversion has been carried out under the direction of Charles W. Cramer, superintendent of shops at Cleburne, and Curtis A. Moser, assistant superintendent-locomotives.

"On the first trial run, people were taking pictures at crossings and bridges all the way to Dallas," Moser recalls.

The shop facility now employs about 1,050 people with a monthly payroll of $1.2 million. There is a distinctively female trend in employment. One of the last industrial bastions of true male grit, the shop has hired more than a dozen women. Some 180 personnel are handling the conversion programs. Representing various crafts, including apprentices and helpers, are 54 boilermakers, 48 electricians, 28 machinists, 22 sheetmetal workers, 10 carmen, 7 painters and 3 blacksmiths. Nine laborers also work on the program.

The F-7 conversion is primarily redesign and upgrading. When they come in for the change-over, the strength of the older 200 class units is in the framework or "streamline" superstructure—the mode of diesels in earlier days—above the floor level. You could compare it with the old iron-bridge type of construction.

As for the new look, the strength is placed at floor level by the attachment of two heavy I-beams. At first, the CF-7 cab was redesigned using part of the older F-7 cab structure. Because of air-conditioners now used, the cab was redesigned to fit them. The newer CF-7's are easily recognized by the squared-off cab tops as opposed to the rounded ones on earlier units. In all cases, the CF-7 windows are redesigned for greater crew visibility.

The Cleburne Shop builds and attaches the entire new outer body for the units. Although there is no increase in the 1,500 hp of the units, the diesel engine is upgraded and give a good overhaul. The engine is modified from a B to a BC. Primarily, this means doing away with bottom liner seals and eliminating the old problem of water leaking into the oil.

The locomotive trucks (wheel assemblies) get a thorough overhaul and the electrical system is rewired for longer and better service. Chances of brush fires along the right-of-way are reduced by rentention-type spark arrestors that prevent burning carbon particles from being ejected into the air.

The CF-7 is also rebuilt for the comfort of crewmen. Besides the aforementioned air-conditioner, it has the latest in heater, electrical refrigerator, and chemical toilet. At any given time, ten F-7's are being converted. It takes from 45 to 50 working days to transform a unit and apply the bright blue and yellow paint, Santa Fe's color scheme. A newly rebuilt unit, ready for the road—and yard—leaves the shop at a rate of more than one a week.

The true test of the CF-7 is out on the line and in the yards, where almost 200 of these units are now performing for Santa Fe. The shop facility is Cleburne's oldest industry, dating back to the 1880s. Although rich in the history of steam engines and turntables, it is constantly being updated. A multi-million dollar rebuilding program is under way.

Locomotives as Individuals

FEWER LOCOMOTIVES doing more work for less money! A nice goal if you can achieve it. Union Pacific is doing just that and has plans to squeeze even more effi-

Four GR-9's and 4-6-6-4 No. 3703 laze under UP coaling tower at Cheyenne, Wyo., June 5, 1959.
Larry McMurtry, 1408 So. Shilds St., Fort Collins, Colo. 80521

ciency out of its motive power.

How is this possible? Well, for one thing, UP has spent some $61 million since 1971 modernizing its Mechanical Department and is now doing major locomotive repairs at only two centralized locations. A third location is a central point for repairing components.

Locos assigned to time-sensitive traffic receive preferential treatment under a three-tier priority maintenance system. UP's computerized component inventory maintenance system makes sure parts are available as needed anywhere on the system. The big railroad has sharply reduced dependence on outside vendors by stepping up parts repair in its own shops.

Even so, the Mechanical Department felt the modernized system must go a step further to maximize power use at the least cost. So plans are under way to create an organized data collection and analysis system which fully uses present information and UP modernized shops. The system is called COMPILE, which stands for computerized operating maintenance and performance information for locomotive efficiency.

The key to this new system, expected to be fully operational in 1979, is putting the information about a locomotive's "life" into the computer. Examples of useful reports are mileage records, inspections, failure records, turnover books, engineers' work reports, lube oil analyses, CIMS, and wheel gear.

Condition reports will be shared with all terminals and shops on UP's maintenance system. Instead of just putting out the fire (making repairs after a breakdown), mechanical personnel are alerted by the computer when a problem appears to be developing.

"The real key to this program is anticipating and collecting all the information so you can do all the work you have to do on a locomotive at one time," says Frank Acord, Union Pacific's chief mechanical officer. "Studies show that early-warning has a vast savings potential. Having certain historical information readily available can prevent such catastrophic situations as an engine overhaul, which costs about $39,000.

"Once you have all this data, you can do effective evaluation of your maintenance policy. You can really evaluate it and ask: 'Now what happened to my locomotive the past 12 months, based on that policy?' Oftentimes, the symptom gets corrected now, but not the real problem. A symptom may be discovered and fixed at North Platte, for example. Then the locomotive fails again on its way to Salt Lake. There it is checked again, but the basic cause may not be discovered."

With COMPILE, each shop will know almost instantly what repairs have been made to a locomotive, and mechanics can go on from that point instead of starting from scratch. Thus less time is spent trouble-shooting such complicated problems as electrical failure. The new system treats each loco as an individual. It is expected to increase the availability of motive power. Just a 1 percent gain could save $6.4 million that otherwise would be needed to buy additional power.

KEEP SENDING diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

BOOKS of the RAILS

Gorton T.H. Wilbur

THE REMARKABLE GG1, by Karl R. Zimmermann, 72 pages, 8½x11", softbound, photos, rosters, Quadrant Press, $4.75. (Available from Railroad Magazine Book Service.)

Author Karl R. Zimmermann, a New Jerseyite, is no stranger to Pennsy electrics. Because of this first-hand knowledge, he has a good book on a favorite of juice fans in general and Electric Railroaders Assn. members in particular. Few, if any, ERA-ers weren't active in boosting the happy culmination of last May's "Friends of the GG1 No. 4935" ceremonies in Washington, D.C.

Beginning with 4800, built in August, 1934, by Baldwin/Westinghouse, the Pennsy was aided by industrial designer Raymond Loewy, in putting 139 of these magnificent machines in service by the summer of 1943. The last one, 4938, carries the legend that it was built 6/43 by PRR/GE. The muscle of these G's during the nation's hour of trial during World War 2 just had to be their hallmark of locomotive excellence.

Name passenger trains hauled by the GG1's out of New York, Philadelphia, and Washington such as the *Broadway Limited, Silver Meteor,* the *Champions, Senator, Morning* and *Afternoon Congressional,* and *Tennessean,* among others, will live in the memory of all who rode them. I like to remember those delightful, rollicking specials out of Penn Station behind G's to Philadelphia on the Saturday morning following Thanksgiving Day to watch the Black Knights of the Hudson tangel with the Crabtown Admirals in the annual Army-Navy game. The trains were lined up in endless rows on the tracks in back of the Stadium. Last November only one A-N train ran out of New York, and I doubt if a G was involved.

Says Karl Zimmermann: "The GG1's were veterans twenty years ago, when my generation first knew them. They were born into the steam era, watched that pass, and then saw a whole generation of diesel power come and go. And at the approximate age of forty, they have had the ironic, bitter-sweet pleasure of seeing their replacements fall short of the standards they set. Now the GG1 is unequivocally on the list of endangered species, and it is sure to be watched in its waning years with an intensity and wonder it hasn't known since its early days of trial and triumph."

TRAGIC TRAIN: "CITY OF SAN FRANCISCO," by Don DeNevi, 188 pages, hardbound, 8½x11", photos, maps, diagrams, Superior Publishing Co., $14.95. (Available from Railroad Magazine Book Service.)

"The story you're about to read isn't just another train thriller," says Clarence Champlain, chief special agent-System, Southern Pacific Transportation Co., writing the foreword to this real-life mystery story. Unfortunately, it's true and concerns a dastardly act of sabatage, the deliberate wrecking of a great train. Even though the case is nearly 40 years old, it is not forgotten. The SP still has a standing offer of $10,000 reward for information leading to an arrest and conviction of the criminal. Everyone has been in on the case but Perry Mason and Sherlock Holmes; but, like the whereabouts of Judge Crater, it still remains unsolved.

While over 100 streamlined trains ran in regular service in 1939, the $2 million *City of San Francisco,* which had made its inaugural run Jan. 2, 1938, was the pride of the Southern Pacific and was called "the largest, fastest, most beautiful, powerful, and luxurious streamliner ever designed." Synchronizing flashing speed with the luxury of an ultra-modern hotel, she carried 171 passengers on the run between Chicago and San Francisco in 39 hours, 15 minutes.

In order to again spur interest in the sabatage, SP has given Don DeNevi permission to review the evidence and record the details. Utilizing confidential company records, along with the still living survivors, he has written an intelligent and readable account of one of the most determined manhunts of this century. Everyone from the most serious railfan to the general mystery "Who done it" follower with

From old Pennsylvania Railroad photo files

The first GG-1, 4800, poses with Pennsy K-4 engine 5426 within Zoo Interlocking in Philadelphia.

"American Railroad Scene: Snowbound," one of famous Currier & Ives Christmas card prints.
Smithsonian Institution, Washington, D.C.

appreciate what SP rail detectives endured during those search years. Champ Champlin hopes the book will bring forth some new evidence. If it does, he requests the party to contact him immediately. Nothing would please him more than to break open the case in the memory of Dan O'Connell, chief special agent for SP, who devoted the remaining 12 years of his life in pursuing the train-wreckers.

THE LANGUAGE OF THE RAILROADER, by Ramon F. Adams, 180 pages, 5½x8½", hardbound, text, University of Oklahoma Press, $9.95. (Available from Railroad Magazine Book Service.)

This is a good, but incomplete, book on rail slanguage. Freeman Hubbard's knowledge of the subject probably would fill a volume twice this size. Still, I found it interesting. To define some of the colorful rail lingo, Adams wondered if you'd like to sit beside two rails talking.

One of them might say, "The crumb boss was flippin' his tissues on the angel's seat in the monkey house and the ashcat was usin' the blister end of his idiot stick to feed the hog black diamonds so the hogger would have fog enough to bat the stack off her after the rear shack had taken his brownie can and gone back far enough with his bird-cage to spike a torch while the head shack was coolin' a hot jewel up near the pig."

To an outsider this talk would be just so much foreign language, but to the oldtime railroader, particularly the boomer, it meant that the conductor was reading his train orders while sitting in the cupola of the caboose; the fireman was shoveling coal into the firebox so that the engineer would have enough steam to make speed after the rear brakeman had taken his signal box with his lantern to stick a fusee into a tie at the rear of the train; and the head brakeman was doctoring an overheated journal near the engine. But, of course, you knew this all the time.

RAILWAY ART, by C. Hamilton Ellis, 144 pages, 8x11", softbound, pictorial art with captions and text, Little Brown, (a New York Graphic Society Book;, $9.95. (Available from Railroad Magazine Book Service.)

Railroads from their very beginning have captured the imagination of artists in countless countries. From the steely, smoky splendor of the locomotives, through the impact of the railways on the landscape, to the rapid and basic changes in popular travel, the subject has encouraged some of the greatest painters and illustrators of their day.

Author Ellis wants it known this is not a book on railway history, but one concerned with the impact of the railway on a world which, apart from a few dreamers, had never imagined such mechanical advance. Even as late as 1825, the steam railway was regarded as something to do with collieries. But the Stockton & Darlington in England brought an awareness of something different. Its inaugural train included an experimental passenger coach. Apart from the invited guests, crowds climbed aboard the coal wagons for this novel ride from the mines of County Durham down to the Tees. The occasion was recorded in a drawing of singular beauty by J.R. Brown.

That pioneer sketch has been followed by countless popular pictures. For example, *The New England Scene, The 9:45 Accommodation (Stratford, Conn., 1867),* by Edward Lamson Henry; many well-remembered Currier & Ives treasures; *Lackawanna Valley,* by George Inness; *Sunday on The Union Pacific; Home for the Holidays; Hotel Car on the Chicago & North Western (late 1860s); Capture of Manassas Junction, Grand Trunk Railway (late 1860s),* and *Old Australia: Christmas Journey.* A few others we could add are Grif Teller's *Crossroads of Commerce,* on Pennsy's 1950 calendar, *Hell Gate Express* (Routes, Levels in Queens, 1936), by George Gloff, and *Return to the Front, 1917* at a London station, possibly Waterloo. I think you get the idea of the contents.

Periodicals and Journals

RAILROAD HISTORY, No. 137 (Autumn, 1977), edited by John H. White, Jr., 115 pages, 6x9", softbound, photos, maps, diagrams, roster, book reviews, published by The Railway & Locomotive Historical Society, Harvard Business School, Room 133, Kresge Hall, Boston, Mass. 02168. This

outstanding glossy-paper publication is issued free to all R&LHS members, nonmembers $5. Annual membership, chapter member, $9; annual membership, including institutional libraries, $10, contributing $15, life $200.

Each issue of Railroad History, as soon as it appears, becomes a collector's item. Ed Jack's 137 is no exception. This rail paragon has put together another excellent journal. The cover would warm the heart of New York Central historians. Among the interesting articles are "Erasmus Gest and the Cincinnati, Wilmington & Zanesville R.R.," by Charles R. Schultz, archivist for Texas A&M; and "Norfolk & Western's Roanoke Shops," by Arthur M. Bixby, Sr. Michael Bezilla has a dissertation on the Pennsy's electric operations from 1895 to 1968; Robert C. Post compiled for rail historians "Manuscript Sources for Railroad History." Also worth reading is "Working on the (Branch Line) Railroad," by Donovan L. Hofsommer. Howard F. Greene, president of R&LHS, under "Memorial Notices," pays a fitting tribute to H. Lincoln Harrison, the greatly admired late national secretary of the Society.

THE RAILHEAD, BICENTENNIAL ISSUE, edited by David L. Briggs for Blackhawk Railway Historical Society, member of NRHS, P.O. Box 923, Joliet, Ill. 60431, $2; add 75¢ for mailing. This fine journal, headed up by Dave Briggs and George Adler, is aptly called "Chicagoland's Journal of Railroad History." Dave's got a lot here. Any rail historian, whether or not he's Bicentennial minded, should latch on to this issue of *The Railhead.* As a for instance there's a roster of Bicentennial painted locomotives from major carriers, short lines, industrial roads in the Midwest (Ill., Ind., Mich., Iowa and Wis.), also Bicentennial painted transit equipment, trolley cars, and railroad museum equipment. Authentic material from reliable sources. I'm hanging onto my copy.

THE COLLECTOR, by American Flyer Collectors Club, has chosen a good subject in Louis Hertz for its initial organ efforts in Vol. 1, No. 1. Louis is credited with having started the toy-train collecting hobby and being largely responsible for having made serious model railroading with tinplate equipment acceptable. It's also a fact that Freeman Hubbard's article on Louis Hertz in *The American Boy,* many years back, helped this hobby to be recognized and accepted. To learn more about the A.F. Collectors Club and member benefits contact them at P.O Box 1735, Pittsburgh, Pa. 15230.

WHEEL CLICKS, edited by Marti Ann Draper for Pacific Railroad Society, Inc., Box 8726, San Marino, Calif. 91108. Membership of $10 a year gives you 12 issues of this fine glossy-page Pacific Coast journal and a spot with others in rail operations, travel, and history. Plenty of good trips by PRS planned this year.

THE SANDHOUSE, edited by Mike Green for Pacific Coast Branch, Canadian Railroad Historical Assn., P.O. Box 1006, Station A, Vancouver, B.C., Canada V6C 2P1. Good Western Canada rail journal, especially British Columbia. ●

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Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

A girl, an engine, and a beautiful day—what more could you want? It's Oct. 8, 1977. June Herron has followed ex-Reader to end of run on Orange Belt tourist line, Blanton, Fla.

Unidentified girl waits for New Hope & Ivyland 40 to take her to Buckingham, Pa., May '75.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19101

HOBBY CLUB

conducted by Sy Reich

AT THIS TIME of the year, our usual lead piece should have some economic impact for various railfan groups selling calendars. If they sell out, their treasury will look that much better, and we'll all be happy.

Charlie Smith's New York Central System Historical Society came in with an outstanding railfan calendar. For each month it has a different glossy photo with historical moments in the Water Level Route. As a for instance, on the first day of 1880, the Ft. Wayne & Jackson was incorporated and in 1908 multiple unit services was inaugurated between New York and Yonkers. And Jan. 1, 1914, found A.H. Smith the new prexy, and in 1876 North Brookfield R.R. opened. Photos by such well-known camera artists as George Votava and Charlie Knoll depict action in various New York Central locales. It's a wall size 11x17″ selling for $3. (Ohio residents include sales tax.) Contact NYCSHS, Inc., 2292 N. River Rd. N.W., Warren, Ohio

The Pacific Coast's famed Orange Empire Railway Museum, in its 21st year of quality calendars, has an 11x17″ open-size wall offering of 13 scenes of steam and electric railroading from all over the U.S. and Canada for the very modest price of $1.95! (Calif. residents add 6% sales tax.) They are mailed 3rd class, so allow possibly 4 to 5 weeks for delivery. For 1st class add 50¢ per calendar. Address California Southern Railroad Calendar, Dept. R, P.O. Box 221, Walnut, Calif. 91789.

Then Bill Webber, rail historian and national officer in Railway & Locomotive Historical Society and Railroad Enthusiasts, trotted in with one from the Railroadians of America, Inc. It's 9x12″, with one photo topping the page for all 12 months, but it's a good print by John McKittrick of B&M Mogul 1399 at West Concord, Mass., on Aug. 1, 1939. Address Wilson Jones, secretary, 105 Fairmount Ave., Hackensack, N.J. 07601.

When was the last time you saw an all-Heisler calendar? Lake Shore Railway Historical Society has another one for the third straight year, showing 13 rare, unpublished 8x10″ builders' pix of Heislers, on a 11x17″ format at $3.95 3rd class postpaid. Add 25¢ each for 1st class postage. Pa. residents add 6% sales tax. Jim Caldwell and Roger Stebbins, among others, in this fine NRHS club, still have available 1976 and 1977 calendars for your Heisler collection for $3 each, 3rd class ppd. Write LSRHS, Inc., Dept. R, P.O. Box 571, North East, Pa. 16428.

Gordon Cochrane and the New Haven Railroad Historical and Technical Assn., Inc. offer a good 1978 calendar carrying 13 photos of New Haven R.R. steam, electrics, and diesels on glossy paper, suitable for framing. Each month has a section for historical dates on the NYNH&H and its predecessors. Of interest to Harry Libby, Washington, D.C. Chapter, NRHS, would be May 31, 1872, when Wood River Branch R.R. was incorporated. Organized July 1, 1872, the company built a line from Hope Valley to Wood River Jct., R.I. At the head of the page is a fine starboard

In this new year, members and friends of North Alabama Railroad Club hope it will be good one with return to service of their 77 shown sans wheels as members wait for tires to ease onto drivers.

side view of New Haven 0-8-0, class Y-40, No. 3610. A rare shot in November shows old Mack railbus 9000, from collection of Charles H. Grabert. Make your check payable to NHRHTA for $3.25 and mail to Gordon Cochrane, 256 Central St., Foxboro, Mass. 02035.

Jerry Quinn, John Konen, and Washington State's Inland Empire Railway Historical Society at Spokane have a good edition with lots of Pacific Northwest clout. Probably the best cover of all 1978 calendars we received is a photo from Gene Hawk's collection showing Northern Pacific 375 on the point of a three-car wooden coach local waiting for a highball outside NP's Spokane depot around 1915. Selected steam, diesel, and electric power pix form a cross-section of 70 years of railroading in Northwest. Also included are important rail dates such as Feb. 17, 1893, Spokane Falls & Northern Fort Shepard connection completed, and two days later in 1909, SP&S connects with NP at Marshall. Pix from Jerry, Larry Showver, and Maynard Rikerd add to a complete calendar available at $2.50 from IERHS, P.O. Box 4537, Spokane, Wash. 99202.

The bunch at Buffalo Chapter, NRHS that takes in Al Kerr and Dave Smith, among others, always turns out satisfying jobs. This year is no exception. Their wall calendar features 13 nostalgic steam, diesel, and electric scenes in and around western New York State. High quality, only $2.75 each ppd. Contact the chapter at 415 E. Union St., Lockport, N.Y.

If you want to round out your New England rail collection of wall calendars at $3 each, write Comet Films, Box 8741, Boston, Mass. 02114, and Kenray, Box 422, Wilton, N.H. 03086. If you missed last year's, it's $2.

Absent this year is one from North Alabama Railroad Club, down Huntsville way. With good luck, Jim Jollay and the gang at NARC will have their 77 back in '78 on the mainline again. Maybe sometime this summer an outline will be made for a 1979 calendar. No doubt other railfan clubs have issued calendars—hopefully, some from Canada—that we haven't heard from yet. If you have somthing to peddle, tell us about it. We don't play favorites. We're interested in helping to make a buck or two for any railfan club with a legitimate product to sell.

RETIRED Santa Fe conductor Thomas Kelso has a collection of 5,000 negatives and 3,000 prints of locomotives from Western railroads. Western fans can reach Tom at Toltec Camp Grounds, Highway 50, Texas Creek, Colo. 81250. Another retired conductor, Fred A. Gump, 617 S. Wellington Dr., Deltona, Fla. 32725, sells date nails, switch locks, and railroad lanterns.

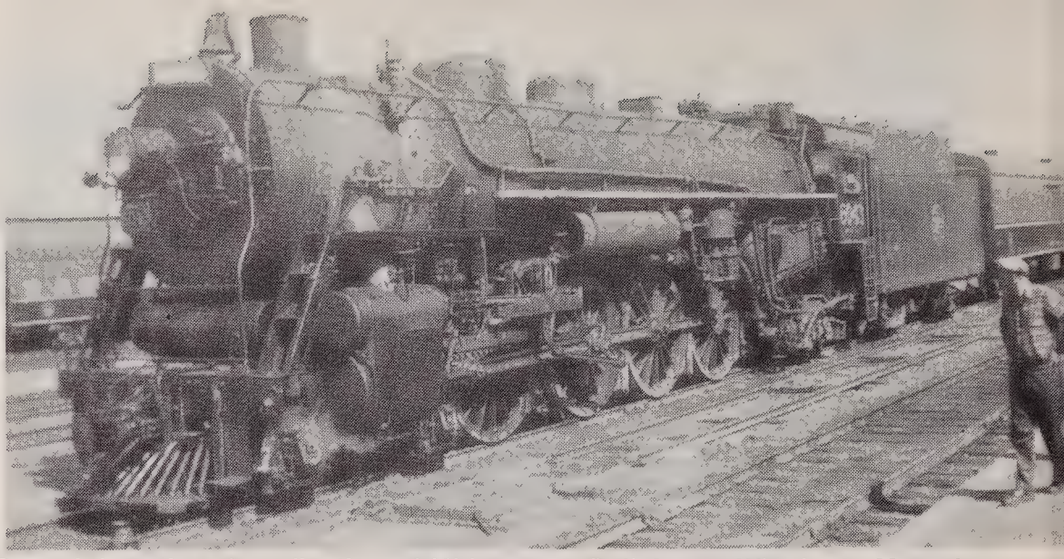
AN INTERESTING highlight of the recent annual meeting of National Railway Historical Society in Philadelphia was the Lancaster Chapter's Friends of the K-4 project as reported by committee members Howard Serig, Karl Zimmermann, George Pins, and Ken Murry, and senior veep Nelson Bowers, enrolled in Friends of GG-1, who were instrumental in having ex-Pennsy G 4935 restored to her original pin-stripe and Brunswick-green livery last year. These boys, under the auspices of Lancaster, will spearhead a drive for funds for the project as soon as the State of Pennsylvania completes the acquisition of ex-PRR 3750 from Penn Central trustees. *Interesting Railfan*

Robert Redden, 72R Ballard St., Saugus, Mass. 01906

DOT E-unit in storage at US Army Proving Grounds, Aberdeen, Md., last fall.

Don Wood, Pennsy photographer and author, will chair the committee, with George Hart, director of the Railroad Museum of Pennsylvania at Strasburg, serving as honorary chairman.

If the great success of Lancaster's fall 1977 round trip to Mystic, Conn., via Amtrak is any criterion, they shouldn't have too much trouble raising funds for this famous K-4 Pacific type engine that epitomized high-speed, high-density, passenger operation for many years. Get further info from the Friends of the K-4, P.O. Box 3750, Mountville, Pa. 17554.



One of the prizes in collection of Midwestern Rail Assn., Winnipeg, Man., is ex-CN 6043 last steam engine to run in scheduled service in western Canada.
Collection of Walter Thayer

"DUTCH" HENDRICK, ed. of R&LHS's Southern Calif. Chapter newsletter *Observation Platform,* writes that all four of the principle rail museums located in off-shore areas are in serious trouble. The Hawaiian Railway Society actually had its tracks sold right out from under its equipment—at a figure of $100,000, which no fan group could hope to meet.

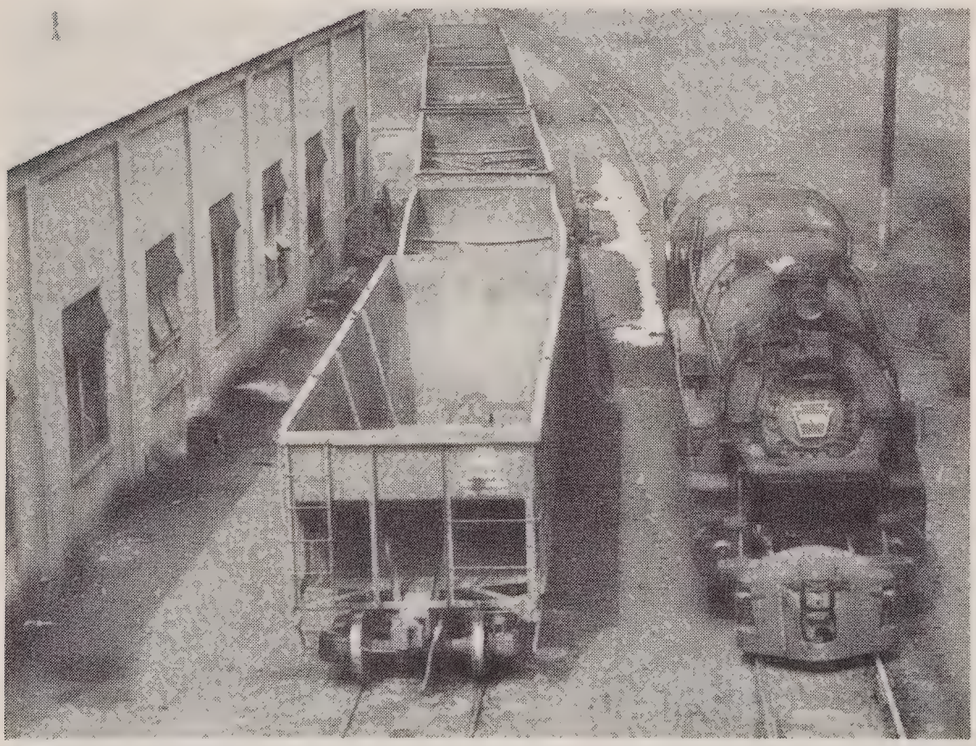
In addition, they had to face hard facts when they were offered the chance to operate a new line that the State of Hawaii contemplates rebuilding along the coast to Koena Point. This would involve regular scheduled service for quite a distance. The hobbyist decided they were just hobbyists and not in business. They also considered the equipment they'd have to use. Meanwhile, they are actively seeking a good place to display their equipment.

Railfans at Anchorage, Alaska, have been moving their museum from its site near the International Airport out to the Alaska Fair Grounds near Palmer on the Matanuska branch, because of freeway construction across their previous location.

And, Dutch Hendrick says, Canal Zone's few active buffs no doubt wonder where their historical display will stand in the continuing debate over the Panama Canal. Upkeep of their old Alco and their original GE Locks-Towing locomotive must be a chore in hot humid weather. Yet the towing locomotive is the only one of its kind extant.

Across the Caribbean in Puerto Rico, another rare engine, a 2-6-2 ST built by Glover Machine Works at Marietta, Ga., is having even wetter going. The operating museum there was heavily damaged by flood water a while ago and the few interested fans have their hands full repairing the damage. Their narrow-gage Glover is one of only four known such machines.

CANADA'S MIDWESTERN RAIL ASSN. must have some good projects that it hopes to see reach fruition in 1978. Meanwhile, many members of MRA and the Manitoba Historical Society are remembering the grand celebration last fall when the City of Winnipeg had *Countess of Dufferin* Week in honor of 100 years of progress since the arrival of that famous Canadian Pacific locomotive. Last summer the Winnipeg City Council approved the report of a task force in picking a site for the proposed Museum of Western Canadian Railway Heritage and Technology. The site, according to *Milepost,* the Midwestern Rail Assn. newsletter, comprises 14.6 acres. On completion of a suitable display structure, the Museum will house the *Countess,* CN No. 2747 (first locomotive built in western Canada) and CN No. 6043 (last steam engine to run in scheduled service in western Canada). Some other pieces of equipment MRA has received from the Canadian National are hack 77553, boxcar 74703, combination car 7188, and baggage car 8959.



With the successful FOGG project behind them, Friends of the K-4 program is underway featuring preservation of ex-PRR K-4 No. 3750, shown in photo.

A NEWSLETTER coming in the other day made me think of Al Vaughn, prexy of NRHS. Al is a great devotee of the Chicago Great Western and this publication was sent by H.L. ("Hank") Brown, ed. of the Chicago Great Western Historical and Technical Society's newsletter. Hank does a nice job with pix, articles, and ideas for the modeler. For any enthusiast of the old CGW, climb aboard. The newsletter is issued quarterly and all subscription dough is used for its expenses. To subscribe for a year, send 4 long SSE's and $2 to Hank at P.O. Box 2194, Minot, S.D. 58701. ●

SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Mar. issue closed Dec. 15.)

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class I, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam/diesel postcards, $1.75 ppd.

BIG LIST: DINING CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

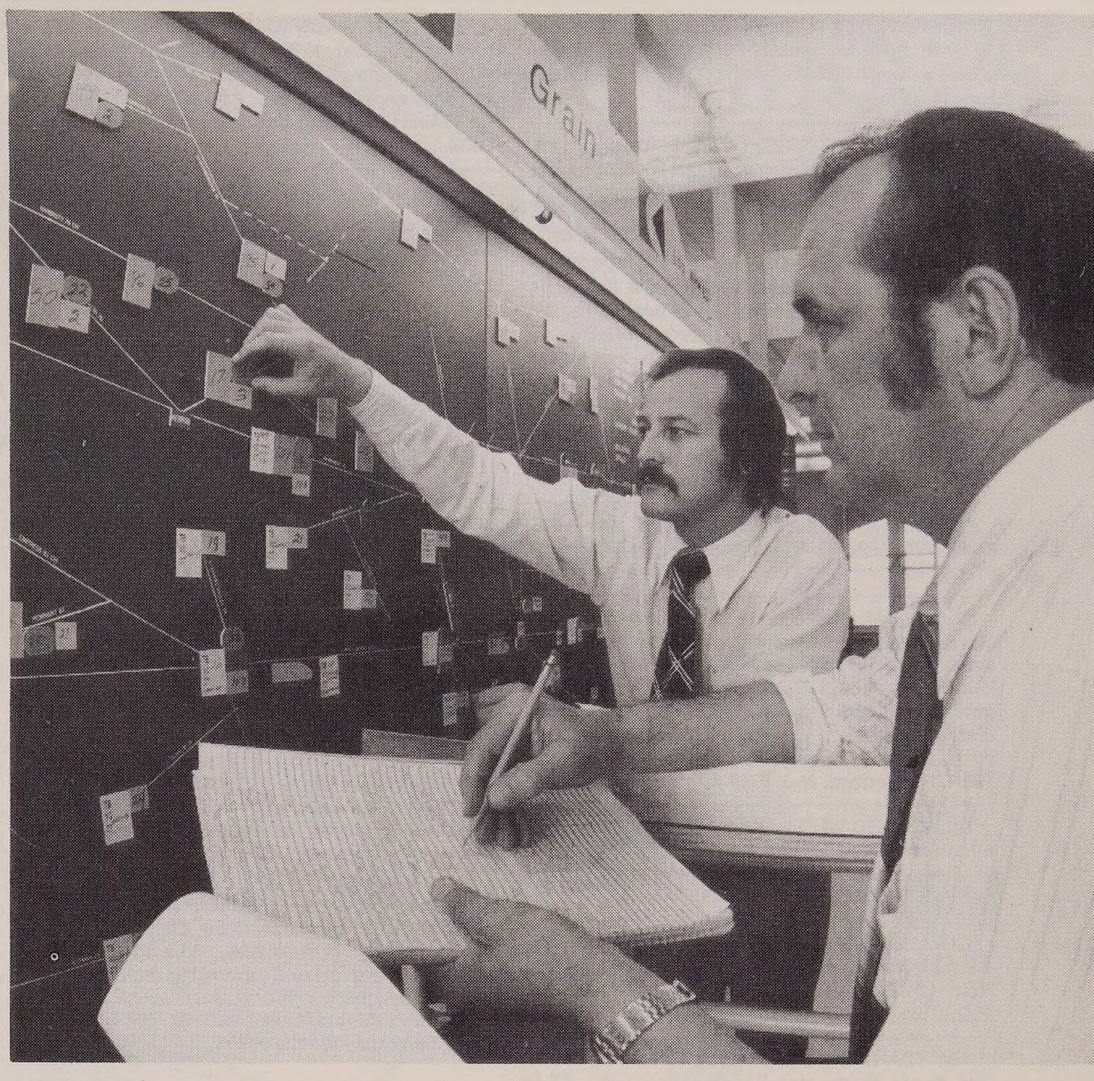
PAUL GARDE, 35-SLIDES CO., Box 6098, Colorado Springs, Colo. 80934, retired except to sell remaining railroad and trolley collections (no Western), books, magazines, lab set-up. Large SSE for info; state wants.

TIMETABLES FOR SALE: Public and employee. New lists and specials issued regularly. SSE.—Carl Loucks, 199 Wayland, Hamden, Conn. 06518. Will buy your collection of railroad paper items for top dollars.

RAILROAD MAGAZINE, RMC, Trains. MR, Official Guides, other rail periodicals from 1930s, '40s to present. Full years and singles. List SSE.—F&W Enterprises, Box 65, Richardson, Texas 75080.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful certificates $2. I am eager to buy stocks, bonds, and Western railroad passes. Write!—Ken Prag, Box 531R, Burlingame, Calif. 94010.

FOR SALE: Reconditioned folding roll-film cameras, sizes 120-620, for large, oblong negatives. Also reconditioned regular 8mm, 16mm movie cameras. Long SSE for lists.—Roger Arcara, 1525 Leland Ave., Bronx, N.Y. 10460.



CP Rail transportation planners Brian Swan and Mike Parson monitor grain train operations at a new CP Rail coordination center in Winnipeg. Advances in data processing and communications systems are making improvements to grain train service. This will mean an improved fleet utilization for CP Rail because of better turn-around times in the country plus innovations.

COLOR—HAND-PAINTED steam train photo enlargements. Black and white. Sets of three. NYC, NKP, ERIE, PRR, others. Send SSE for details.—F.W. Mascaro, Box 4931-R, Fairview Park, Ohio 44126.

RAILROAD CAP, BADGES. My accumulation/collection of old authentic badges for sale. Low prices and prompt service. Free list, but SSE required.—Utberg, Box 420, Edinburg, Texas 78539.

COLLECTIONS BOUGHT. Highest prices paid for negative, slide, timetable, dining-car, and other railroading collections.—John Catrambone, 408 Elm St., Kearny, N.J. 07032.

WANTED: Photos of C&NW, MSTL, CGW, Omaha depots; b&w preferred, or color slides. Also railroadiana.—Len Beard, P.O. Box 112, Wonder Lake, Ill. 60097.

OLD STATE, RAILROAD, AND COUNTY MAPS, 70 to 110 years old, all states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

OUR LINE OF 41 STEAM and electric railroad sound recordings being remastered to 12". Free information on pre-production savings plan.—Railroad Record Club, Hawkins, Wisc. 54530.

RAILROADIANA COLLECTION items being sold. Lanterns, hat badges, loco headlights, builders' plates, switch lamps, etc. Send large SSE for list.—Dick Aichele, Box 184, Little Falls, N.J. 07424.

LONG ISLAND RAIL ROAD photos: black and white, color, slides, some old, some new; and much more, $1. SSE for sample and list.—William Mosher, Box 221, Lisbon, N.H. 03585.

PENNSYLVANIA RAILROAD steam and diesel negatives: #8304-9999 plus action and train shots, stations, pass equipment, etc. Send 75¢ and SSE for listing Pennsy-506B.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

B&O NEGATIVES: Send 75¢ and SSE for listing BO-501.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

B&O NEGATIVES: Action and trains shots. Mallets in the Cumberland Gap, etc. Send 75¢ and SSE for listing BO-30B.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

CBQ-C&S-D&FW NEGATIVES: Send 75¢ with SSE for list CBQ-502.—Railway Negative Exchange, P.O.Box 408, Moraga, Calif. 94556.

CMStP&P-CM&StP NEGATIVES: Send 75¢ and SSE for listing CMStP&P-504.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

LONG ISLAND RR. STEAM ENGINE PRINTS, pen and ink sketches, $3 each. G-5 engine number 35 at Patchogue, E-3 Atlantic at St. James Station, famous Greenport Scoot 1910, Camelback number 2 at Calverton. Add $1 for first-class mail.—Greenport Art Studio, Box 425, Greenport, N.Y. 11944.

NICKLE PLATE AND WLE NEGATIVES: Send 75¢ with SSE for listing NYC&StL/WLE-505.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

CANADIAN SLIDES: Kodak duplicates, locomotives, action, steam. Send $1 for sample and list.—Slide Guide, Box 411, Edmonton, Alberta, Canada T5J 2J6.

RAILROAD FIRST-DAY COVERS, 130th anniversary of Long Island Rail Road's first train on mainline, Brooklyn to Greenport, July 27, 1844, $3 each. The following are a limited numbered edition $4 each: anniversary of last steam run on mainline, New York to Greenport, and anniversary of last mail car, New York to Greenport. Unusual art and stamps, all ppd.—Greenport Art Studio, Box 425, Greenport, N.Y. 11944.

FOR SALE: Railroad Magazines, odds and ends, 1935-'69.—D. Ost, Box 438, Lake Hamilton, Ark. 71951.

"#610 ON SOUTHERN RAIL, 1977," hour stereo cassette. Blasting assaults on Christiansburg Mountain, Erlanger Hill, slipping into Bluefield, #4501 Doubleheader. High-speed northbound running the "Rathole." Exceptional clarity, soul-stirring whistle. $6.95 first class ppd., Dolby available.—Menkel Sounds, Box 195R, Rutherford, N.J. 07070.

BLACK AND WHITE NEGATIVES for sale. Also miscellaneous railroad items. Send large SSE for list.—Harry A. Frye, 14 Riverside St., Hooksett, N.H. 03106.

COLLECTION FOR SALE: Railroad brochures, tts, calendars, etc. Western, also many P&LE items. SSE #10 size for SSE for list.—Archibald, P.O. Box 1108, El Cajon, Calif. 92022.

"90 YEARS OF BUFFALO RAILWAYS," $9.95. "94 Years Rochester Railways," 2 vols., $7.50 and $8. "Buffalo & Lake Erie Traction," $9.50. "Fonda, Johnstown & Gloversville Railroad," $4.95.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

WANTED: Negatives, transfers, tickets, movies, anything on Scranton Railway Co. or Scranton, Montrose & Binghamton Ry.—Charles Wrobleski, Box 663, Scranton, Pa. 18501.

1972-'77 RAILROAD MAGAZINE, *Trains, Iron-Men Album*, 180 unbroken issues $36. To be picked up at my home.—Clayton Snyder, 6633 Drake, Lincolnwood, Ill. 60645.

SOUTHERN PACIFIC CENTENNIAL colors. Through the end of February $2.95 brings you five color slides of 9389, 3197, and 1776. For just our extensive listing and a sample, send $1.—The Train Hound, 360 Fawk St., S.E., Salem, Ore. 97302.

PASSENGER-CARRYING TRAINS, steam, gas, new, used, trade-ins, all gauges, custom-builds. For photos and details send $2 currency to "Trains," 105 Park St., Attleboro, Mass. 02703. •

Coming Events

(No charge for listing here)

Feb. 11: Snowflake Special on Morris County Central. Winter in the North Jersey highlands. Lv. Newfoundland depot 12:30 p.m. for Beaver Lake round trip. Photo run-bys. MCC is located at Rte. 23 and Greenpond Rd., Newfoundland, N.J., 12 miles north of Rte. 80 exit 37. Info from Robert Blom, vp-pr, Morris County Central R.R.

Feb. 18-19: Railways to Yesterday annual Winter Railroad Spectacular at East Broad Top R.R., Orbisonia, Pa., incl. 4 narrow-gauge steam locos, open-bench and other type trolleys, Sat. night dinner, railroadiana auction, special wintertime runs with turn-of-century equipment. Guided tours of engine and car shops. Fri. night slide and movie show in CA&E interurban car. Use Penna. Turnpike exit 13, north on U.S. Rte. 522. Get brochures, overnight facilities from S. Shook, 160 Andover, Wilkes-Barre, Pa. 18702.

Feb. 19: 2nd annual model train, flea market, swap session, sponsored by Spokane Model Engineers, 10 a.m.-4 p.m., Sheraton Hotel, Spokane. Door prizes, operating layouts, buy and sell anything railroad. Admission $1, kids 50¢. SSE to Swap Meet, W. 239 Spokane Falls Blvd., Spokane, Wash. 99201.

Feb. 25: East Portal Moffat Tunnel anniversary honored by Colorado historical societies. *Rio Grande Zephyr* making special stop en route to Salt Lake City, one-day only RPO car planned for train, special booklets, dining-car menus, other events. Contact Robert Brown, passenger agent, Intermountain-NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

March 4: Annual prelude to Spring open house, 11 a.m.-5 p.m. Special operation of trolley and rail car. $2 pass good all day riding. Rail-fan swap meet (send for info on space). Regular operation every Sat. and Sun., 11 a.m.-5 p.m. Details from Jim Walker, president, Orange Empire Ry. Museum, Box 548, Perris, Calif. 92370.

April 9: 4th annual railroadiana sale and show, sponsored by Tri-State-NRHS. Over a quarter-mile of railroadiana for sale. Indoors at Dover Senior High School (just south of I-80 off Rte. 15), 10 a.m.-5 p.m. Tickets $1, kids 50¢, (or 50¢ more if paid at door). Contact Frank T. Reilly, Tri-State-NRHS, Box 255, Dover, N.J. 07801. •

Pen Pals Wanted

(No charge for listing in this section)

Miss Edith Melendres, c/o Canizares & Dizon Architects, 516 Mango Ave., Cebu City, Philippines 6401, a secretary, wants friends from far places.

John Detore (age 44), 7325 Holly Park Dr. S., Seattle, Wash. 98118 (ham operator, WA&-PPF), will write to anyone, male or female, who is interested in live steam, valve gear construction, or hamming.

Miss Beatriz M. Cabusor (age 20), Biliram, Leyte, Philippines, college grad, interested in sports, stamp collecting, writing to pen pals.

Miss Emeritta L. Castro (age 18), Calderan Beach, Cebu City, Philippines 6401, high school senior.

Miss Evangeline Lindia (age 20), 153 J.N. Basa St., Cebu City, Philippines 6401, collects stamps, sings, dances.

Mlle. Isabelle Emeriau (age 14), 232 Rue des Vignes St. Gerson, 44150, Ancenia, France, daughter of French Railroad trackman, interested in reading, crossword puzzles, music, travel, will correspond in English or French with a railroader's daughter.

Patrice Lemarchand (age 14), 1 Rond-Point du 14 Juliet, 76300 Sotteville les Rouen, France, son of retired French loco engineer, will correspond in English with son of railroader. He is interested in reading, swimming, archeology, ancient history, classical music. •

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